Navy News

MARCH 1986 20p

YOUR ODDS FOR A NEW LONG CAREER

WITH first selection boards sitting in May to choose men for the Navy's Second Open Engagement, many people interested in this new-style longer career are pondering the chances of their names appearing in the selection signal in June.

Assisting the Navy in calculating those chances is a commercial firm which has been modelling the requirement for ratings up to ten years ahead.

This takes into account the best forecasts which can be made on future rates of notice-giving, which in turn has a direct bearing on the promotions and advancements possible in branches.

The figures will be re-worked each year as requirements become clear. But what they show at present is that of the 6,000 or so senior ratings due to achieve 22 years reckonable service between July 1, 1986 and December 31, 1990, at least five per cent (or 300) can expect their names on the signal in June. Some men on "Fifth Fives" will feature as well.

Notice-giving statistics up to March 31 this year (effective terminal dates in September 1987) will affect the final quota figures — that is the number the Navy can keep under the manpower ceiling in force for 1987-88.

Looking a little farther ahead, the Directorate of Naval Manpower and Training says: "Men due to complete 22 years in 1989-90 or later might reasonably expect at least a 25 per cent chance of 20E, across the three or four boards involved, but no outright guarantee is offered.

Chances will generally improve, year on year. Men due to complete 22 years before 1989 can expect similar or possibly better chances than those they would have had for a Fifth Five."

One of the questions which has been put to the Second Sea Lord's Personnel Liaison Team during presentations in recent months has been whether quotas for branches could be published each year before boards.

The official answer to this point is no.

"The Board must be given some flexibility to "trade" between groups of candidates, according to quality and to defer decisions by a year in marginal cases. This is only fair, particularly within the smaller, more sensitive branches."

Another question is whether a "reserve" list will be published.

The reply here is: "A reserve list is unlikely, in the normal course, as your group will be eligible again, year by year, as it progresses through the 'eligibility' zone (17-21 years time).

"The quota will be applicable to that particular group (men due to complete 22 years during one calendar year) as it progresses and a drop-out in 1986 would create an extra

● *Turn to back page*

Brazen's royal day

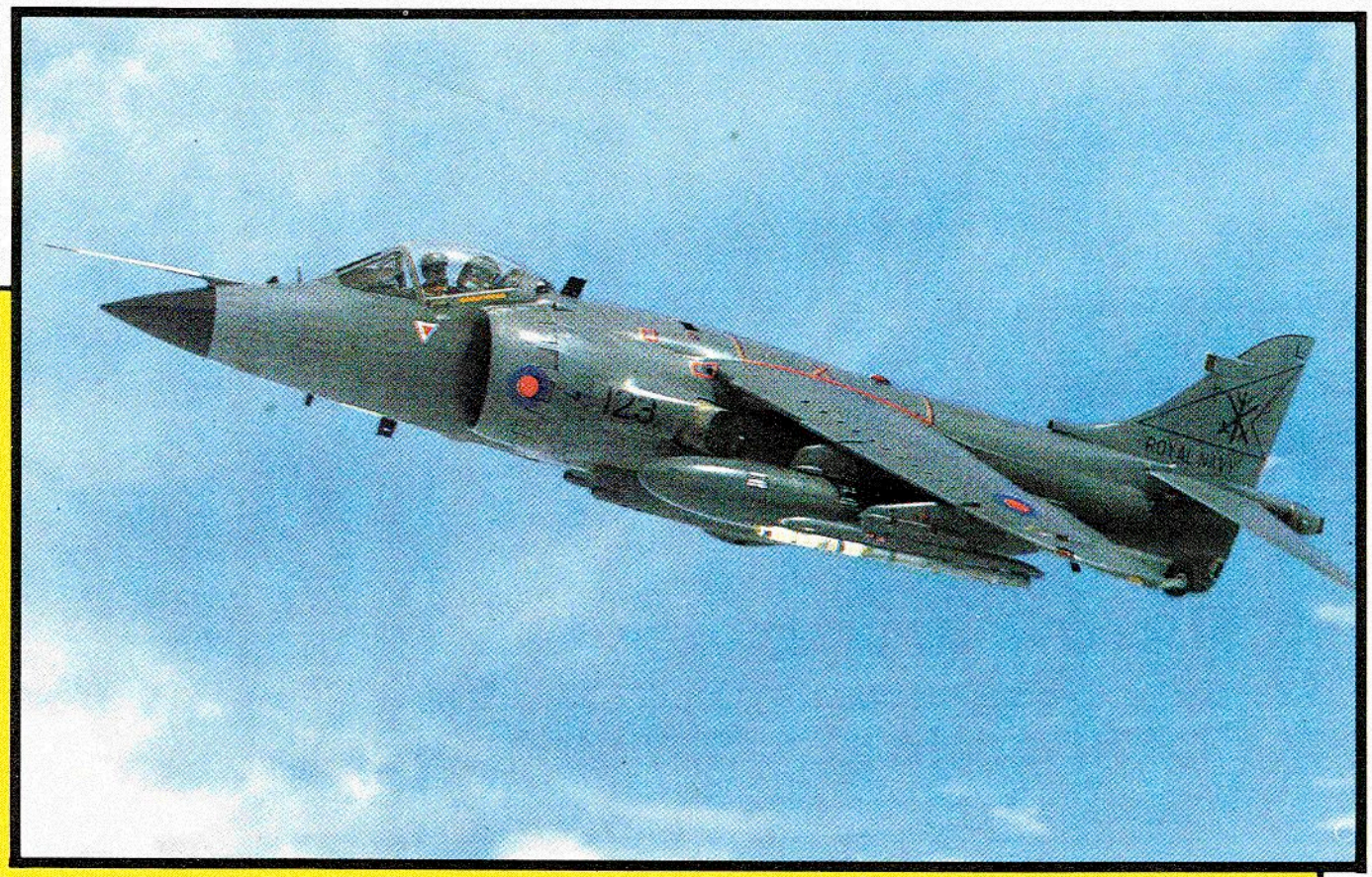
HAPPY families day for HMS Brazen as Lieut. Prince Andrew greets the Queen and Duke of Edinburgh during the ship's visit to London in February. (More pictures — Pages 12 and 40).



Wings of Pegasus

STRIKING picture of the Navy's multi-role strike aircraft: It was taken to mark the logging of a total of 28,000 flying hours by Rolls-Royce Pegasus Mark 104 engines as powerplant of the British Aerospace Sea Harrier.

The picture shows an aircraft from the Fleet Air Arm's 800 Squadron, and was taken by Rolls-Royce photographer Peter Scott.



Pay-offs brought forward

LATEST adjustments to the programme of ships leaving and joining the Active Fleet involve earlier-than-planned departure of some older vessels.

A number of manpower-intensive ships scheduled to go at varying times during the next four years are now to leave this year. But there are no plans to depart from the policy of maintaining an escort Fleet of destroyers and frigates around the 50 mark, it was stated.

In reply to a Commons question, it was said that on present plans the ships to be withdrawn in 1986 are: The destroyer HMS Glamorgan, the frigates HM ships Leander, Galatea and Yarmouth; the survey vessel HMS Hydra; two submarines, HM ships Orpheus and Oberon; and six Ton-class minesweepers. These are HM ships Bildeston, Bickington, Alfriston, Hodgeston, Stubbington and Walkerton.

Some of these vessels would, however, continue to be available on standby status, where they would be declared to NATO.

Pointing to this year's adjustments as withdrawal of lower-capability older ships (all are 20 years old or more) as new ships join the Fleet, MOD says they follow from a routine scrutiny of managing the forward programme to get best value from available resources and manpower.

DRAFTING

At HMS Centurion the drafting implications of this year's planned adjustments are still in early stages of consideration. While the assumption is that men will be released for drafting, there is at this stage no clear indication of the exact numbers becoming available, nor of the precise dates involved.

In the answer to a second Commons question, it was stated that present plans for 1987 include withdrawal of two submarines, HM ships Walrus and Sealion, RFA Engadine (helicopter support ship) and RFA Sir Caradoc (logistic landing ship).

BRITANNIA REFIT

● Refit in a commercial yard is now being planned for HMY Britannia. To allow the Royal Yacht to continue in service for at least another 10 years, the Government is considering inviting commercial tenders later this year for a refit in 1987.

The work has been brought forward for operational reasons, the Commons were told, and could not be carried out at the Yacht's Portsmouth base port without disrupting planned work on warships there.

Culdrose takes (icy) plunge for Paul's fund



SNOWY CLINGHAM

MEMBERS of the duty watch at RN air station Culdrose on Boxing Day were press-ganged into taking a bracing fancy dress dip at Church Cove to raise money for AB(D) Paul Shorten, who was paralysed from the waist down in an accident last year. The swimmers, coerced by the Rev. Simon Stephens (wearing dog collar, centre) made £750 to enable Paul's home to be adapted.

MARATHON DIVE

Another £630 was raised for Paul by LS(D) Bungy Edwards and AB(D)s Tom Devaney, Jess Wakefield and Digger Digweed of HMS Vernon, who completed a marathon dive in freezing Horsea Lake. They later warmed up with a mug of Vernon grog.

So far, more than £2,200 has been raised for the Paul Shorten fund. Culdrose divers contributed to that total by making £281 on a sponsored pub crawl.

Paul is making progress at Stoke Mandeville Hospital.



HELPING HANDS

HELP THEM PUT SNOWY BACK ON HIS FEET!

SAILORS from Portsmouth area establishments are going out of their way to help ex-CPO Snowy Clingham — in fact, some of them are going all the way to Scotland.

Snowy was tragically paralysed from the waist down in July 1983 when he fell 40ft. in Portsmouth Naval Base from HMS Bristol after a piece of equipment shattered.

The intention is to send Snowy and his wife to America for him to be fitted with a pair of computer-operated walking aids. The American invention stimulates the leg muscles with electronic impulses.

Six men from HMS Dolphin, supported by four drivers, are setting out from Faslane on March 1 to walk all the way back to Gosport. They hope to pick up sponsorship money on the road during their "Walk of Life," arriving back in Dolphin on March 25.

They hope to involve top pop group Dire Straits, who have a hit record called "Walk of Life."

The walkers will be sleeping in a mobile home, Swan National are providing a back-up vehicle, and the Dolphin Welfare Fund and RN Submarine Museum have already promised £250 between them.

CPO Pete Lightowler (HMS Dolphin ext. 41116) would like to hear from potential sponsors.

Also doing their thing for Snowy Clingham are ten men from HMS Temeraire and the Portsmouth Field Gun Crew. Both teams have entered the Portsmouth half marathon on March 9 with fund-raising very much on their minds.

The field gunners will "run" the 13-mile course with a gun and limber in tow, while the clubswingers will be racing in wheelchairs. Already the gunners have been promised £300 by Spar Grocers, to be divided between Snowy and the Lord Mayor of Portsmouth's Appeal.

Would-be sponsors can contact the field gunners on Portsmouth Naval Base ext. 25814.

Another boost for the Snowy Clingham appeal was coming from the Gordon Arms pub at Fareham, where a 24-hour darts marathon was taking place on February 22-23 to raise money.



TRAINEE Royal Navy pilots learning to fly at RAF Linton-on-Ouse, Yorkshire, pulled a Ford Fiesta three times round the centre of Harrogate and collected £850 to buy a television and other equipment for Hollybank School for disabled children at Huddersfield.



Euryalus baby cheque weighs in at £200!

POPT Bill Bamford came up with the bright idea of a sponsored cycle ride incorporating a race against HMS Euryalus from Portsmouth to Plymouth — and was promptly volunteered as a rider. An honourable draw was declared after a gruelling 19-hour ride, and the £200 proceeds are pictured above being presented by Bill and Capt. John Trinder, commanding officer of HMS Euryalus, to Sister Margaret Hunt of the Special Care Baby Unit at Freedom Fields Hospital, Plymouth.

Diligence raises a surprise £1,000

RFA Diligence, home of Naval Party 2010 in the South Atlantic, surprised the Plymouth and District Leukaemia Fund with a £1,000 donation in January.

The cheque was brought back by CMEM(M) Andy McDonald and handed over at the PDLF's annual dance in HMS Drake's Senior Rates' Mess.

Since adopting the Leukaemia Fund as their charity two years ago, the constantly changing members of NP 2010 aboard the Diligence have raised £2,794.

Events contributing to the latest cheque included a sponsored slim by Bosun Ron Kennedy, CPOWEA John Krumins, CPOCK Len Wade and Second Stewards Alex McIntyre and Steve Perrin, a charity night on the after well deck, and a sponsored head-shave by SG1 Mario Perrin.

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CPO Bill Carr of **HMS Flying Fox,** Bristol Division RNR, has presented a cheque for £1,230 to the British Institute for Brain Injured Children — bringing to nearly £3,000 the amount of money he has raised for good causes.

His latest contribution was earned the hard way, by completing the New York marathon in October. Bill, who spent 22 years in the Royal Navy, was supported by the Senior Rates' Mess at Flying Fox. He has run several marathons in the past to raise money for multiple sclerosis sufferers.

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Four snooker buffs serving in **HMS St Vincent** indulged themselves in their hobby to such an extent that they raised more than £500 to buy television sets for the Great Ormond Street Children's Hospital.

LS Jeff Wills, LS Steve Last, SA Keith Mounsey and LCK Wally Walden potted away for 24 hours, encouraged through the night by members of the ship's company. The Junior Ratings' Mess also made a contribution.

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One of the most unusual — and spectacular — presentations of a cheque was accomplished in Stokes Bay, Gosport, in January, when Search and Rescue Flight Commander Lieut. Peter Bowden from **HMS Daedalus** was winched down to a rescue boat belonging to the Gosport and Fareham Inshore Rescue Service.

Despite near gale force winds, he safely delivered a cheque for £200 which will be used to repair the ten-year-old rescue boat. The gift of money came from the Fleet Air Arm Officers' Association.

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Seven members of the ship's company of **HMS Leander** cycled from Hull to York and back to raise £378 for the Sailors' Children's Society. The money was handed over to Newlands Children's Home, Hull, by the ship's commanding officer, Cdr. G. Rhys-Jones.

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HMS Sherwood, the RNR communications training unit at Nottingham, organised a variety of events, ranging from raffles to mini-marathons, to make money for the Nottingham Hospital's Scanner Appeal.

The ship's company raised £1,100 in memory of Third Officer Christine Wright, a member of the unit who died last year from cancer.

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HMS Collingwood Volunteer Band teamed up with the band of the Hampshire Constabulary for two pre-Christmas concerts. Their combined efforts produced £215 for the Collingwood Charities Chest.

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Trainees from Revenge Squadron, **HMS Raleigh,** presented a cheque for £250 to Beckley Unit for handicapped children at Scott Hospital, Plymouth. The squadron sends two of its members to the unit every weekend to help staff look after the children.

Revenge Squadron trainees also raised £200 towards a number of Christmas hampers given by HMS Raleigh's ship's company to the Torpoint Pensioners' Voice Club and Physically Handicapped and Able Bodied Club.

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Four men from HM submarine **Churchill,** led by their commanding officer, Cdr. Jeff Tall, visited their affiliated London borough of Redbridge, former constituency of Sir Winston Churchill, and handed over a cheque for £1,000 to the Guide Dogs for the Blind Association.

A Labrador named Winston will become the eyes of a blind person in the borough. The ship's company also provided presents for 30 children at a local family day centre.

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A children's variety show group called the Talentaires have donated the £1,085 proceeds from their Christmas show in HMS Drake's theatre to the Royal Navy fund which pays for handicapped children to go on pilgrimage to Lourdes at Easter.



Spike the Parrot gets her flying orders from the Technical School Commander at HMS Collingwood, Cdr. John Davies. The discharged parrot is now being cared for by CPO Alan Glendinning, 'prisoner's friend' in this picture.

SPIKE THE TERROR IS PUT TO FLIGHT

ANOTHER Navy parrot has vacated its perch. Soon after news that HMS Peacock's pet cockatoo, AB Parrot Floyd, had taken a fatal plunge into Hong Kong harbour, comes word that HMS Collingwood's ill-behaved parrot Spike has been dismissed from the Service.

Leading Parrot Spike (Service No. 000001P) blotted her copybook once too often by indulging in her favourite bad habit — flying off the handle and attacking any sailor who had a Scottish accent or fair hair.

It all became too much for the Navy, and Spike was hauled before the Commander's table to answer for her sins. There she was discharged in accordance with Queen's Regulations for the Royal Navy Article 0876 8a (unsuitability of temperament).

However, Spike had her fans — as Collingwood found to its chagrin. Many letters of complaint were received by the Fareham establishment, several of them alleging racist and sexiest motives over the sacking!

Collingwood did, nevertheless, ensure that Spike's nest was feathered for her retirement: she is being looked after by her handler, CPO Alan Glendinning, at his Portsmouth home.

SPIKERNELL DIVISION

Spike joined the Navy in 1980 and was at first thought to be male when she began her career at HMS Fisgard, the new entry artificer training establishment at Torpoint, Cornwall. She served as a mascot to Spikernell Division, after which she was named.

When Fisgard closed in 1983 she was transferred to Collingwood.

As Spike's span of service was ending the Hong Kong patrol vessel HMS Peacock was trying to recruit a parrot to replace Floyd, whose flying leap into eternity was reported in the January edition of Navy News.

At a ceremonial parade, a temporary stand-in was provided by the colony's Ocean Park — and Acting Ordinary Parrot McCaw soon established a firm grip on trainee parrot handler CPO Chris Waspe.

McCaw passed his test with flying colours, found the occasion a real screech and left his mark on several uniforms. It was with reluctance that he was returned to Ocean Park by the ship's company who are still searching for a permanent mascot.

Yemen rescue is Hydra's grand finale

EVACUATION of refugees from South Yemen seems likely to have been the last major event in the career of HMS Hydra. The 20-year-old ocean-going survey ship which took off a multi-national group of refugees from Al-Ghaydar, 500 miles east of Aden, is due for disposal in April.

She was returning to Britain on February 27 after visits to Haifa, Crete, Tunis and Gibraltar as well as her operations off South Yemen.

The decision was taken to offer the Hydra for sale in light of manpower ceilings and the entry of the new coastal survey vessel HMS Roebuck.

Built by Brooke Marine at Lowestoft, the 1,400-ton Roebuck is considerably larger than the coastal survey vessels of the Bulldog class and will be fitted with the latest electronic surveying equipment linked to a powerful computer system.

She is due to be handed over to the Navy at Devonport in the summer and is expected to begin operational work next year.

The Hydra, which served as a hospital ship in the Falklands War, may be bought by a foreign navy, as several countries are reported to be interested in the 2,700-ton vessel.

Negotiations

During her career she has more than once played roles in disaster relief and evacuation — including East Pakistan (1970), Rodrigues (1972) and Iran (1979). She was called in to help with the South Yemen evacuation while operating off East Africa.

At first, the military powers in Al-Ghaydar refused permission for the ship to carry out her mission, but after negotiations her commanding officer, Cdr. Charles Heron-Watson, secured the agreement of the authorities ashore for him to proceed.

Within a few hours four boats from the Hydra had brought on board all the refugees — Europeans, Orientals and South Americans.

Earlier in her Indian Ocean deployment, a team of seven from the ship climbed Mount Kenya's third highest peak during the Hydra's visit to Mombasa.

Led by Lieut.-Cdr. Jones, the party reached the 16,355-ft Point Lenana, and a month later a member of the team — AB(SR) M. Farrar — was invited to join HMS Newcastle's exped to the mountain. He and Lieut.-Cdr. Woodvine of the Newcastle reached the 17,899-ft Nelion Peak.

● Following her mercy mission to Aden, the Royal Yacht was again involved in a rescue when she picked up the two-man crew of a launch in trouble off Queensland.

HMY Britannia was alerted by the authorities in Canberra after the launch had reported engine failure. When the Royal Yacht picked up the men, she requested helicopter evacuation for one of them who appeared to be suffering from a perforated ulcer.

After the incident, the Britannia called at Cairns for supplies before continuing to New Zealand for the Queen's visit.



Refugees check in on board HMS Hydra. Personal details are recorded by MAA D. J. Townsend at a temporary "office" on the flight deck.

Wotton to join Sea Cadets

HMS Wotton, until recently the ship of London RNR Division, has been reprieved from the breakers to become the headquarters of Woolwich Sea Cadet unit.

The Wotton, survivor of a class of 118 wooden-hulled mine countermeasures vessels, was commissioned in 1957. In the late 1970s and early 1980s she served in the Fishery Protection Squadron. She became an RNR ship in 1981.

As one old vessel is reprieved another, HMS Aveley, is heading for final disposal. The Aveley, last of the Ley-class inshore minesweepers, has been displaced by the Wotton as Woolwich Sea Cadet HQ. She will be placed on the disposal list at Portsmouth.

HMS Aveley was commissioned in 1953 and served the Royal Navy until 1982 when she was transferred to the cadets. However, the expanding unit now require a larger vessel.

NINE LIVES FOR BEAVER

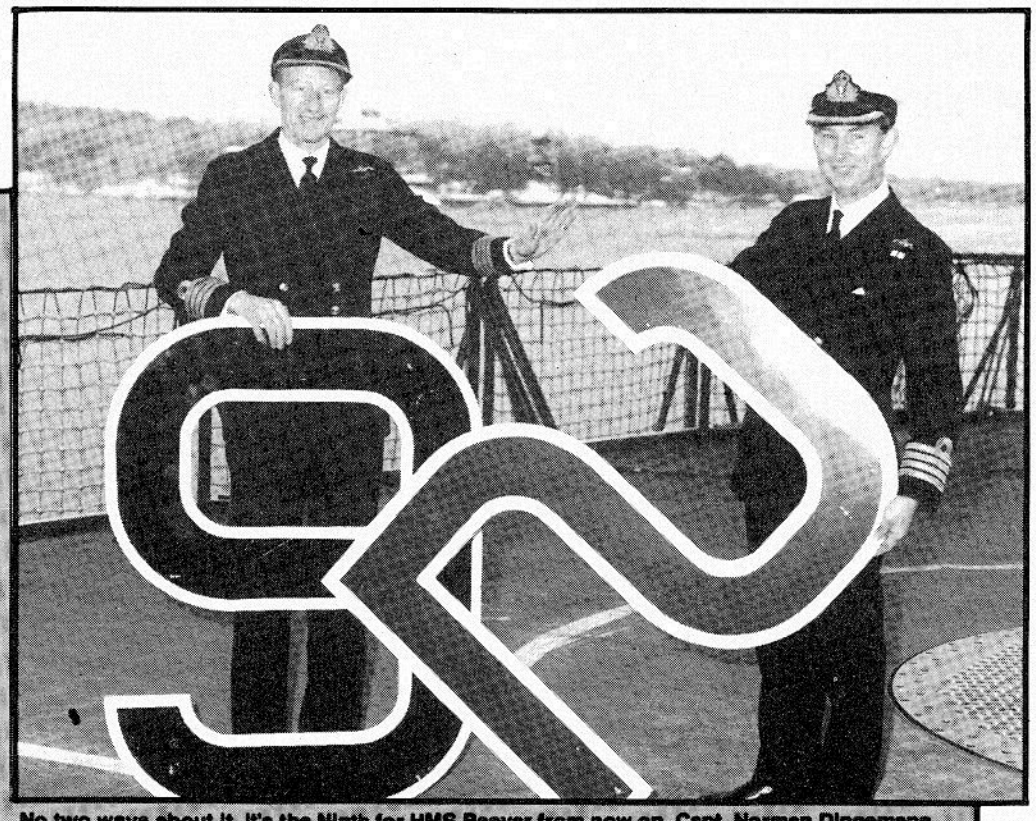
HMS Beaver has embarked on her Nine lives. The ship has swopped her role in the Second Frigate Squadron to become leader of the Ninth, which will include all "stretched" Type 22 vessels.

At present the squadron is composed only of HM ships Beaver and Boxer, but they will be joined later this year by HMS Brave.

Birth of the Ninth came in Stockholm when Capt. John Lang, Captain of the Second Squadron, handed over the Beaver to Capt. Norman Dingemans, Captain of the Ninth.

At the time the ship was engaged in a successful visit to the Swedish capital, the five-day stay including the usual sporting and social events as well as tours of the 17th-Century warship Wasa.

The Beaver was also treated to a visit by "Santa Lucia" — a Swedish seasonal custom in which the "lady" in question visits favoured homes. She is accompanied by large numbers of children who sing seasonal songs while in procession through the house (or ship). It is regarded as a special honour to be selected for the ceremony.



No two ways about it, it's the Ninth for HMS Beaver from now on. Capt. Norman Dingemans with his No. 9 for the frigate's funnel replaces Capt. John Lang's 2 as the ship gives birth to a new squadron.

Heron's busy flock

THREE Sea Heron C1 aircraft based at RN air station Yeovilton — coincidentally named HMS Heron — visited 110 airfields throughout Britain and Europe during 1985, transporting 4,177 passengers.

The aircraft of Heron Flight, the communications squadron, are more than 25 years old and are used mainly for VIP transportation and the support of other Yeovilton-based squadrons.

Last year they operated to France, Germany, Holland, Denmark, Norway, Italy, Spain, Switzerland, Portugal and Belgium. They were also involved in pilot training and oil rig and submarine exercises.

Heron Flight also operates a Sea Heron C4, nicknamed the Admiral's Barge, which is under the control of Flag Officer Naval Air Command.

There are no immediate plans to replace the veteran aircraft, which are expected to be in use until the mid 1990s.

Why the Supply lines are getting thinner

DRAFTY

THE Supply Branch is now entering an era of acute shortages, the like of which we have not seen for some time — if ever.

The S & S Branches are being trimmed back, in common with all other support branches and, to maintain satisfactory sea / shore ratios for the men, some of the WRNS branches are having to take a disproportionate share of the reductions. The male branches too, will see their shore billets considerably reducing, and even then, there will be many billets gapped in the immediate future.

The Writers and Cook branches will be over 100 underborne by October 1986, with the SAs not far behind. The Stewards will be about 60 short.

So when will we get back to full strength? It is difficult to say, as the demand for a share of the recruiting cake exceeds the provision that can be made. Recruits are selected for the branches expected to have the greatest shortage *in the future,* and there are many branches above the S & S in the pecking order.

Drafty is at present required to give priority to fill billets in ships, front line squadrons, LFS, NATO abroad and operational shore units. This leaves the burden of gaps to be carried by the major shore establishments.

So when those of you at sea need an urgent replacement, please remember the BSOs who bear the brunt of the shortages. Add to that the extra commitments, (guards, street lining, Navy Days, Clockwork and so on) and we are driving hard those few who run the shop ashore.

MOD is increasing recruiting targets, adjusting priorities, and may introduce some reduced manning standards at sea. But it all takes time.



But when she got there . . ?

Pushing the desks together

From April 1 the Cooks Drafting Desk and the Caterers Drafting Desk will combine in line with the amalgamation of these two branches.

It is envisaged that the current Cook and Caterer advancement rosters will continue separately for some time. It is difficult to forecast when an amalgamation is likely; however, it is in the interest of all serving Caterers to pass the PQE for POCA at the earliest opportunity to reserve their right for advancement to that rate.

Those CAs who have not yet passed the PE for LCA should attempt to do so before December 31 1986 as after this date on passing the PE they will join the roster for LCK and therefore not be eligible to be considered for the CA specialisation until qualified under the new selection procedure.

So get to it all you young CAs and start now at passing for LCA (there are over 50 of you who have yet to pass this exam; as you have all now served for over two years, it's about time you passed this hurdle).

THE S & S need more volunteers for:
- ADP — Any branch may apply (male or female)
- Falklands — WRNS now serve there, writers only at present.

A C240 or DPC will identify you as a volunteer.

Three big questions medics always ask

AMONG the many phone calls received every day by Medical Drafty, three particular topics are raised with monotonous regularity — sea time, local foreign service and billets for male QARNNS ratings.

This article is an ideal opportunity to show just what the situation is in these three areas and to offer alternatives which Medical Branch ratings may wish to consider.



Sea time

The following is the number of sea jobs available with, in brackets, the current bearing in each rate:

CPOMA — 6 (64); POMA — 34, including three dental (132); LMA — 37, including seven dental (191); MA — 11, including four dental (204); MT4(P) — 2 (4).

From these figures it can be seen that for the Able Rate the chances of a ship are slim, and for the lucky few who do get to sea their tour will be limited to 12 months to give others a chance.

Fortunately there is a solution for those of you who are champing at the bit for a change — how about volunteering for Submarines or Commandos? You can be quiet sure your life will never be quite the same again! If you are interested, a C240 will start the ball rolling.

Those of you preferring to stay General Service but still waiting to broaden your horizons might think of gaining an additional ADQUAL. Dental or audio qualifications are examples — the courses are run regularly and not particularly long or arduous.

Foreign Service

Any budding linguists will be interested in knowing the current LFS billets. Most of these billets are very popular and on the whole it has been possible to fill them to everyone's satisfaction, but the number of volunteers is now dropping, especially in the DSA / DHYG branch:

Germany — one PO HYG / LWRN HYG.
Hong Kong — one CPOMA; one POMA; one LWRN HYG.
Italy — one POMA; one LWRN HYG.
Portugal — one CPOMA; one PORGN.
Diego Garcia — two LMAs.
Gibraltar — one CPOMA; two POMAs, nine LMAs; four MAs; one MT(HI); two MT(R)s; one MT(P); two MT(L)s; two LWRN DSAs; three WRN DSAs; one LWRN HYG; one POWRN DSA; one CPORGN; one PORGN; three LRGNs; seven LEN(G)s; one EN(G).

As can be seen, the list is not a long one, but even so early out-of-turn volunteers are occasionally required. If you are prepared to move at less than the five months normal drafting notice tell Drafty when you put in your C240 — it should make all the difference to getting the place of your choice.

If you are not available immediately you could still be considered at a later date.

QARNNS

Since the Unification of the Nursing Service mounting concern has been expressed by the male QARNNS over the lack of billets outside the two major hospitals. This problem has been recognised and is currently being investigated, but again there are alternatives that, if pursued, could offer the male greater interest and scope.

Have you thought of Occupational Health? This is a field of growing importance and could provide the opportunity for you to work by yourself, and be responsible to an establishment for the well-being of all personnel at work.

Have you considered working with computers, now a part of normal office furniture? An ADP aptitude test can easily be arranged for you, with no obligation for you to proceed if you find computing is not your cup of tea.

Have a discussion with your Divisional Officer and should such an idea appeal, send a C240 to Drafty.

For those in the Nursing Service who wear black stockings and frillies* all the foregoing applies equally well to you, with the added bonus that if you become a registered mental nurse you will be unique in the Service.

** Sorry chaps, frillies are not what you think they are, they are the lacy cuffs female nurses wear when they roll their sleeves up!*

Catering for gaps

CONTRACT catering is clearly going to affect drafting preferences and sea / shore ratios. That said, as all support branches are facing reduced numbers, the loss of shore billets will not have a dramatic effect.

As many of you will know, many billets are already gapped ashore, and contract catering will help to reduce the workload on those who are struggling to keep a service going with insufficient staff.

ARE YOU ON THIS WANTED LIST?

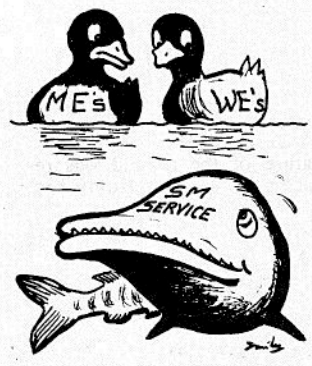
CALLING WEs and MEs . . . the ongoing and slightly increased submarine manpower requirements cannot always be met by ex-Part 2 trainees.

From time to time, more experienced General Service ratings are required to serve in the Submarine Service.

Currently, Drafty is looking for volunteers in the following categories:

CPOMEA(ML) with steam UWC; CPO and POWEA (AD/CEW/WD/OC); POMEA (ML & EL); LMEA (ML & EL); LMEM (M & L); MEM (M & L).

Applicants with at least five years of their current engagement to serve should complete a C241 to record their willingness to serve in submarines.



1986
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SHIPS of the ROYAL NAVY No. 364

It's business as usual for Sir Tristram

RFA Sir Tristram is once more under the command of Capt. G. R. Green who won the Distinguished Service Cross as the ship's commanding officer during the Falklands campaign.

Her return to operational service began when she assisted in the deployment of troops to Norway for their annual three-month spell of Arctic warfare training.

She was back in Devonport in February for flying trials, and later that month deployed to Norway again to take part in Exercise Anchor Express. She is due to return to her Marchwood base in mid-March.

The Sir Tristram was built at the Tyne shipyard of Hawthorn Leslie and completed in 1967. Ordered by the Ministry of Transport on behalf of the Army, the six ships of the "Round Table" class were originally managed by the British India Steam Navigation Company.

However, in the early 1970s they were transferred to the RFA and all six were involved in the Falklands campaign. Only the Sir Percivale and the Sir Geraint were relatively unscathed. The Sir Galahad was destroyed, the Sir Tristram heavily damaged, the Sir Lancelot pierced by a bomb, and the Sir Bedivere hit by another which fortunately bounced into the sea.

Termed landing ships logistic (LSLs) the vessels are multi-purpose carriers for troops and heavy vehicles. Bow and stern doors give them a roll-on, roll-off capability, while the addition of deck-to-deck ramps enables a full load of vehicles to be disembarked on to the beach.

LSLs can also carry two 120-ft pontoon rafts with outboard engines and which can be used as vehicle ferries or as a causeway to the shore.

Each ship has the capacity to transport a maximum of 534 troops, 16 tanks, 34 mixed vehicles and 30 tons of ammunition — all of which can be varied in quantity to suit requirements.



Return of the Phoenix



RFA Sir Tristram . . . better than new
Picture: Skyfotos, New Romney, Kent

WHEN RFA Sir Tristram was bombed during the Falklands War the landing ship's useful career seemed to be over.

Her sister-ship, RFA Sir Galahad, was so devastated by the Argentine attack at Fitzroy that she was towed away and scuttled.

It seemed as if the Sir Tristram, too, would have to be written off. Even the prestigious "Jane's Fighting Ships" deleted her name in the main entries of the 1982-83 edition and referred to her in a footnote as "hit and abandoned off the Falklands Island, 8 June 1982."

But rumours of her impending death were premature. After a spell as a floating barrack block off Port Stanley, the Sir Tristram was saved by a remarkable recovery and reconstruction programme which has made her not just as good as new, but better than ever.

The germ of the idea for the ship's return from the ashes was cultivated in 1983 when a decision was made to build an artificial harbour in Port Stanley.

Piggy-back

Pre-fabricated sections were carried south on heavy-lift ships, one of which was the Dan Lifter. She had no return cargo, and the owners offered to carry any suitable cargo away from the islands at a reduced rate.

Eyes alighted on the Sir Tristram. She would be the suitable cargo. The battle-scarred hulk was lifted clear of the water and secured for the 8,000 - mile piggy-back voyage home.

Her return safely accomplished, transformation of the vessel began at Tyne Shiprepairers' drydock at Wallsend. Most dramatic feature of the rebuild was replacement of the aluminium superstructure with steel, compensation for the extra weight being provided by a new midships section which increased buoyancy.

The 120-ton section lengthened the ship by 29ft, and the major surgery was accomplished by cutting the vessel in two. The bow was then floated out of the dock, the midships section floated in — followed by the bow section. Once in place all three sections were attached.

New technology

Internally, the Tristram's communications complex has been enlarged and fitted out with the most modern equipment available. An electronics maintenance room has also been provided, and thought has been given to the future by planning the whole layout of the complex in such a way as to ease any further refit.

Satellite communications and navigation equipment has been introduced and helicopter control facilities have been expanded and updated by the fitting of helicopter control radar.

Three radar and satellite aerials are mounted on the mainmast which has taken on a goalmouth-like appearance.

The vehicle deck doubles as a flight deck, with the capability of landing large Chinook helicopters. A central flyco has been established in the bridge section to deal with the forward and after landing areas, while closed circuit TV has been provided to monitor both decks.

First-of-class flying trials were carried out successfully in December and proved the practicality of the changed shape of the after flight deck.

Firefighting improvements include two automatic foam guns which overlook the decks, and provision below of a gas flooding system.

Accommodation

Accommodation and amenities have also been improved: the public rooms have been redesigned to open-plan, and the dormitories have been modified to comply with up-to-date passenger ship regulations.

Troops' cafeteria has been rebuilt to a more informal standard and is reminiscent of the style of modern roadside restaurants.

Main engines have been retained, but they are now managed by means of a new electronic pneumatic control system.

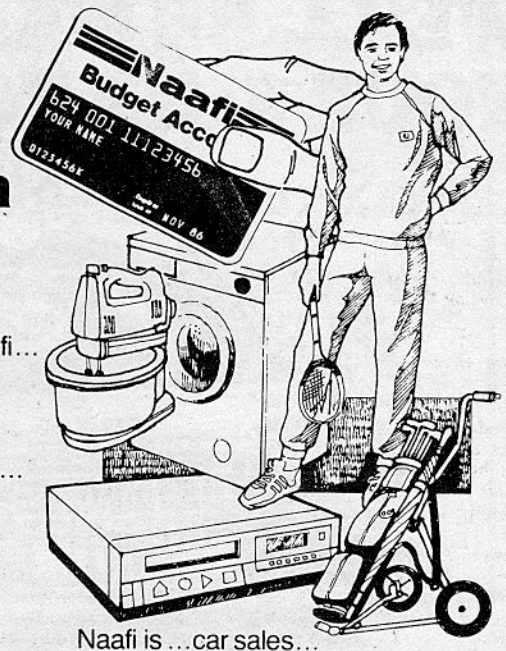
Thus the Sir Tristram has shed the scars of her Falklands ordeal. However, her part in that war cannot — and will not — be forgotten. Two days before the completion of her reconstruction she was presented with her Battle Honour "South Atlantic 1982," one of the last RFAs to receive such an award.

FACTS AND FIGURES

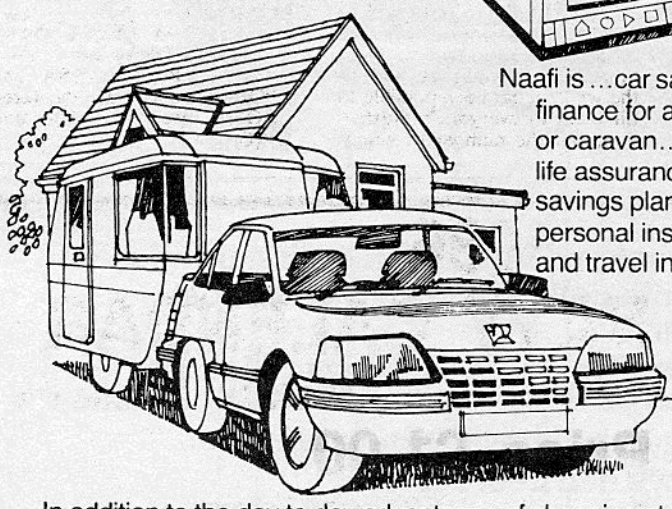
Displacement: In excess of 5,700 tons fully loaded. Length: 409ft. Beam: 58ft. Draught: 13ft. Armament: Two 40/60mm Bofors guns. Propulsion: Two Mirrlees diesel engines driving two shafts producing 9,400 bhp; bow thruster. Speed: 17 knots. Range: 8,000 miles at 15 knots. Complement: 69.

POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth PO1 3HH at 20p each (minimum order £1) including postage and packing (£2 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £4.50.

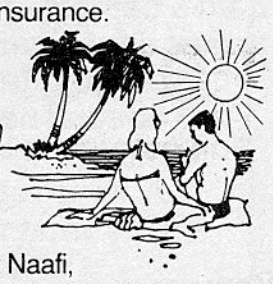
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BENIGN BROADSIDE AT YOUR 20p BARGAIN

WHEN the carefully-considered decision was taken to increase the price of Navy News to 20p, we were fairly confident from past experience that it would be accepted by most readers — but prepared ourselves for any ensuing sales resistance.

However, by the time we came to prepare the letters pages for this issue, we had received only one letter of gentle complaint — from a lieutenant-commander serving in the Ministry of Defence in London.

Commenting on the front-page announcement about the price rise in our January edition, he writes: "While I fully support every fact and sentiment in the statement of intent, I nonetheless cannot resist the temptation to say that my eyebrows fluttered when I read it. I cannot recall in my short lifespan any Fleet Street edition rising by 100 per cent overnight.

"So much for inflation-linked rises.

Captive

"However, being a member of a captive audience, I will just have to take out an extra mortgage to enable me to continue to read about the Service in a most enjoyable manner."

After that benign broadside, and refraining from the urge to organise a whip-round for our strapped but loyal reader, it almost makes us blush with embarrassment in quoting from a few more letters received on the subject.

Ex-submarine coxswain **Mr Les Thorpe**, of Telford, Shropshire, writes: "Rather than any 'Shame on you!' in horrified tones, I would rather say I have wondered how you kept the price down to 10p for so long. Even at 20p it will still be exceedingly good value . . .

"I sincerely hope, though, that my wife will still be able to state that it is the only paper that she can read without getting coal-black hands and smudges on her face. How do you do it?"

Commending us for our "forthright" announcement, **Mr Maurice K. Tither**, of Chesterfield, writes, "Too often, price rises are tucked away ashamedly on an inside page. As a subscriber of fairly long standing — and a pensioner — I would reassure you that, at 20p, the 'News' will continue to be excellent value, a unique publication of immense value to the Service."

A letter from **Edenbridge Branch of the Royal Naval Association** included the comment: "Keep up the good work with your paper. We all agree that it's still excellent value at 20p a copy and we are grateful you continue to hold down costs, which must be quite a feat in this day and age."

Several correspondents admitted to never having served in the Royal Navy or Royal Marines — although readers of Navy News need no such qualification!

From Gravesend, Kent, **Mr W. L. A. Cheary** ("not an ex-naval person") informing us that his copy of Navy News is also enjoyed by his colleagues at Northfleet Ambulance Station, adds: "I am greatly surprised that you have not put up the price of your paper before, as I have not found a better-reading paper that is so interesting in every way. It is well put together."

Junior Gunner Jervis, who writes from Gamecock Barracks, Bramcote, Warks, to add his support for the increase, tells us he failed the naval entrance test and had to settle for the Junior Leaders Regiment, Royal Artillery, while the early ambition of Mr F. Horne, of Nottingham, to join the Royal Navy was thwarted by sub-standard eyesight.

"I like to think that I am near to my heart's desire by having Navy News," writes Mr Horne. "Of course 20p is not too much. I'd pay 50p and still think it was a bargain."

LETTERS to the Editor

Write to Navy News, Barham Block, HMS Nelson, Portsmouth PO1 3HH.

Backward step for top leading rates

DUE TO ill-considered changes being made retrospectively, mature and well-respected leading rates now find themselves in an unenviable position.

Having passed their PPE for petty officer, and after two years gained advancement on their roster being judged on merit points, they now see a very real threat of being taken off the roster and reduced to scale "B" status.

This would incur a loss of pay of £1.49 per day, if they have not passed the new PQE for petty officer by March 1986.

Petty officers rated by B13 see the prospect of being disrated to scale "B" leading rate, suffering a loss of pay of £3.83 per day.

Both groups are further penalized by losing all progress gained in their advancement on the rosters, only being reinstated at the bottom of that roster on passing the PQE.

The PQE has been introduced to replace the PPE for petty officer, and what for the mechanical trade was a four-month course of formal training leading to the final examination.

However the PQE is a do-it-yourself examination, with no formal training given and very little guidance offered. The availability of reference books is unable to meet the ever-increasing demand.

The PQE is causing major problems for roster leading rates, who now see a real threat to their livelihood and that of their families.

Surely it would serve the Navy and the personnel far better to review this unacceptable situation as a matter of urgency. — **G. N. Elliott** (CCAEA), RNAS Culdrose.

Response 'staggers' India envoy

IN THE middle of last year you kindly published a letter for me, appealing for reminiscences from retired Royal Navy and Royal Indian Navy personnel on the subject of Bombay Naval Dockyard.

I was staggered by the size and warmth of the response, and the diversity of experiences covered in letters sent to me from the length and breadth of the United Kingdom.

Those letters I passed on to the Bombay Naval Dockyard Anniversary organisers, and I should like now to let people know that a small number of selected excerpts from those letters was published in the Indian Express of Sunday January 5 — so some old shipmates made the footlights.

Inevitably only a few could be included, but I should like to thank publicly all those who responded and who contributed significantly to strengthening the bonds between Great Britain and India. — Martin Howard (Captain, RN) Naval Adviser to the British High Commission, New Delhi.

Shoulton's claim to fame

I WAS sorry to read (January) that another Ton Class was leaving Portsmouth for the last time as the Kirkliston paid off.

I must, however, dispute the claim that the Kirkliston was the Fleet's first minehunter. The same claim was made in January 1980 about HMS Shoulton.

Having served in both ships I would like to have it confirmed that, although the Shoulton was used as a trials ship during her later years, she was the first sweeper to be converted to minehunter, several years before the Kirkliston. — **M. J. Elwin** (CPOWEA), Portsmouth.

● *Apologies to the Shoulton — and congratulations to CPOWEA Elwin for his avid readership of Navy News. In January 1980 we did indeed describe the Shoulton as the Fleet's first minehunter, a claim backed up by Jane's Fighting Ships. The Shoulton was modified in 1957 whereas the Kirkliston started her conversion in November, 1962.* — **Editor.**

Dragon's dog Jack

EX-CPO Wtr W. H Cooke wrote (December) on the subject of what happened to Jack, HMS Dragon's dog.

I also served the whole of that commission in the Dragon, and could possibly be remembered as coxswain of the blue-and-white motor-boat known as "Lady of the Fleet."

When we left for home, Jack was left on the breakwater at Bermuda, because if brought home it would have meant six months in quarantine for him.

Maybe some other ship on the station at that time (1935) adopted Jack, as he was only happy in the company of matelots. — **Charles J. Moules** (ex-CPO GI), Northwich, Cheshire.

REFERENCE the letters about HMS Dragon's dog Jack. I served in the ship on her last commission on the American and West Indies Station, paying off at Chatham on May 28, 1937.

When the ship was in Kingston, Jamaica, Jack died on board and was given a real sailor's funeral, sewn up in canvas, weighted down, and buried at sea in the middle of Kingston harbour. — **R. W. Evans,** (ex-col sergt, RM), Great Shelford, Cambs.

Medal query answered

REGARDING the query (December) about the Nelson medal with the inscription BFSS, these were issued in 1905 by the British and Foreign Sailors Society, and made from some surplus copper sheathing after dry-dock repairs to the Victory ship.

The society produced the medals and trays to mark the Trafalgar centenary. — **W. G. Burbage,** Portsmouth.

How to make a disability claim

FURTHER to Captain D. Beadle's excellent letter (January), it is worth remembering that, while it is not possible to sue the Ministry of Defence as quoted in the letter by "Victim," it is still possible, no matter how long it is since the time of service, for an ex-service man or woman to lodge a claim with the Department of Health and Social Security in respect of any disablement or ailment believed to be caused by service.

What many ex-service people do no appreciate is that the government department responsible for war and service attributable pensions is the DHSS, the heir to the Old Ministry of Pensions.

If a claim is rejected, an individual can take his case to the quite independent Pensions Appeal Tribunal appointed by the judiciary.

The Royal British Legion, or the RBL Scotland, will always assist in pursuing a claim, and the claimant does not have to be a member.

I have personal recollection of a case of asbestosis (as cited in "Victim's letter) being successful, and a pension awarded. — **J. D. Haward** (Lieut.-Cdr. retd), one-time pensions officer of the RBL, Scotland.

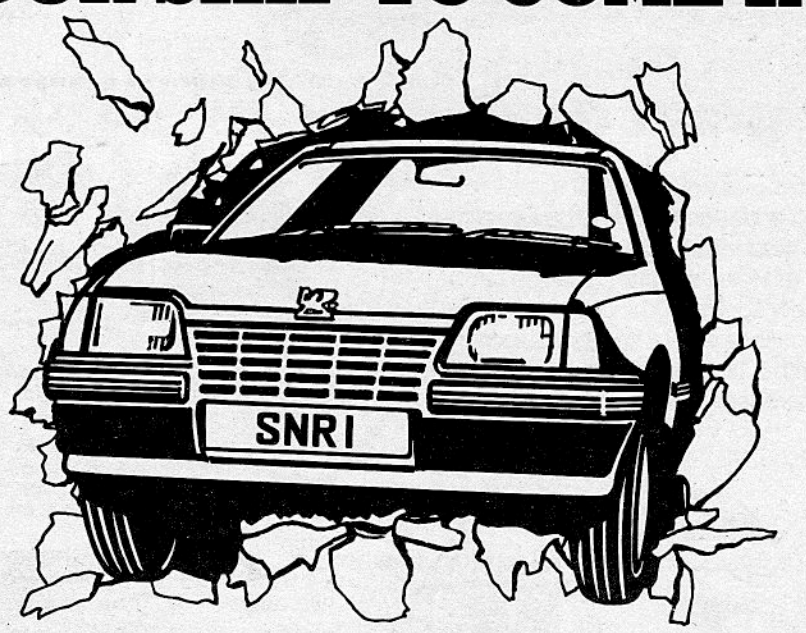
Happiness of old Mermaids

FOUR YEARS ago in the "Reunions" column of Navy News an old shipmate set out to form an annual reunion for the sloop HMS Mermaid.

Thankfully I replied, and we shall be holding our fifth get-together this July in HMS Nelson. My wife and I look forward so much to these dates.

I felt I must let you know about the success and happiness that Navy News can bring to its readers. Any other ex-Mermaids interested in the reunion can contact me. — **Bill (Ginger) White** (ex-Tel), 9 Highfield Crescent, Wednesfield, Wolverhampton, West Midlands.

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The case for a WO2

I WAS interested to read LACCMEA(L) A. J. Dixon's letter (December) regarding the status of the charge chief.

I have always believed that this problem started with the introduction of fleet chiefs in 1971, which put the rate of chief tiff or mech in a state of limbo, and did not exactly help the first class rates either.

During my service career it was thought that a way round this problem would be to revise the way in which a CPO qualified for fleet chief.

Why not have two classes of warrant officer like the Royal Marines, Royal Air Force, and Army, with all the candidates taking a PPE similar to charge chiefs.

Educational qualifications would remain the same, although consideration should be given to the skilled technical rates whose courses take them to ONC standards which surpass "O" levels.

All successful candidates would be rated WO2, and in time advance to WO1 on merit.

This system would enhance the professional status of all warrant officers, and provide a fairer system which should be respected by all concerned, especially if there was a corresponding revision of pay and pensions. — **V. A. W. Allen** (ex-CMEMN(L)), Chatham.

'No need' for ☐ new rate

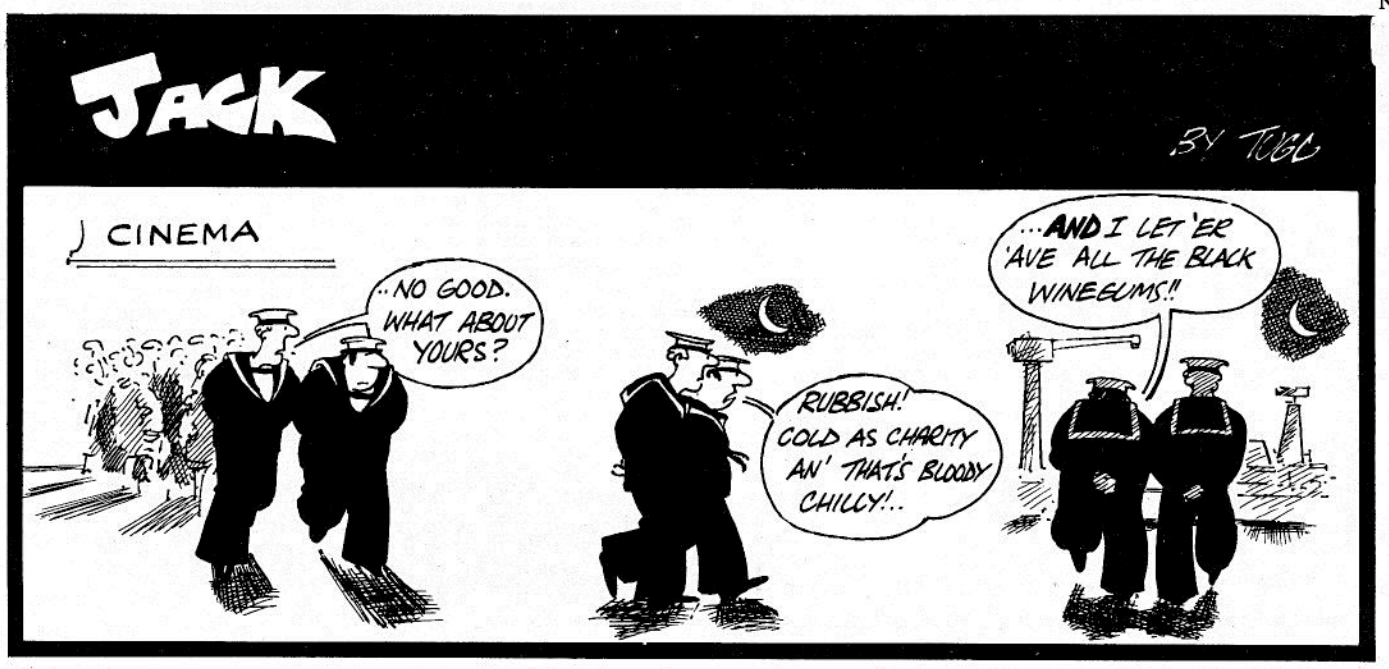
MT1 (PD) Derrick (February) regards the Charge Chief title as "inappropriate" and suggests it should be changed to warrant officer 2nd class.

As a General Service, non-technical chief who has had to be a "chief in charge of chiefs" I can see no need for the Navy to introduce yet another level in the senior rates command structure, resulting in a further step down in the pecking order for all concerned!

This is not the view of someone who believes he would "dip out" if a WO2 rank was introduced into the Service as the OPS Branch has no need for an extra warrant officer level.

Chiefs in my branch have, for a long time, managed to run large departments on ships and ashore without the need for extra badges or status to show that they are the man in charge. — **R. Gough** (CPO(OPs)(H)) HMS Dryad.

● **Would-be charge chiefs, take note — page 14**



ALL OF ONE COMPANY?

IN REPLY to the article "A big leap backwards" (January) I would like to put a few questions:

1. If we are "all of one company," why do FAA artificers have to sit extensive written examinations from PO artificer to charge chief when General Service take nearly all oral, especially since an oral examination is "usually considered less of an ordeal than written papers"?

2. If we are "all of one company," are the General Service oral boards set and chaired by a common examination board?

EQUIVALENT

3. If we are "all of one company," what is the General Service equivalent to the ACC which entitles the Scale (B) CPO artificer to Scale (A) pay?

4. If we are "all of one company," why are WE CPO artificers sent on a CCWEAs' course when considered suitable for promotion instad of taking a charge chief examination?

5. Is a proportion of Submarine pay not awarded for the added responsibility of officers and ratings serving in HM submarines?

6. Since BR 1950 does not discriminate between mechanics and artificers, what is the equivalent qualification for the Scale (B) mechanic to be eligible for Scale (A) pay?

7. If it is not acceptable "to upgrade SMR billets to charge chief AEA," why has HMS Endurance always carried a CCAEA for two Wasps when the Type 22 frigate, with two (more sophisticated) Lynx aircraft, is only billeted for a CPOAEA?

I do not have an axe to grind as I already possess an ACC, but I feel that my ACC qualification has been seriously devalued by DCI RN 343/85. And how long will it be before a Flight Charge Certificate is introduced to supplement the ACC when it is discovered that not all CPOAEAs possess the "necessary personal qualities and technical ability" to carry out the duties of a Small Ship's Flight SMR? — **I. K. Wickens.** CPOAEA(R)(ACC). Yeovilton.

● *The MOD reply to this one reaffirms that the "all of one company" principle applies specifically to pay, which in the case of artificers means they all receive pay based on one pay band.*

There was never any intention to apply this principle to minor variations in advancement / promotion requirements which exist between branches, so it was a "futile exercise" to draw such comparisons.

Discretion is left to the manpower managers of each branch to tailor the details of their advancement / promotion qualification systems to suit the specific needs and problems of their branches, say MOD.

Turning to the claim that Submarine pay includes an element for added responsibility", the reply says the truth is that Submarine pay is paid solely for recruiting and retention purposes. "This torpedoes your correspondent's attempted use of the Submarine pay analogy to justify responsiblity pay for SMRs."

Question 6 is considered confusing "as BR 1950 most certainly differentiates between mechanics and artificers (articles 1011 and 1017). However, it is agreed that BR 1950 links the award of Scale A pay for both artificers and mechanics to an increase in the level of a rating's skill in a given period of time following advancement / promotion.

"This does not debar the manpower managers in a particular branch from requiring tangible evidence of this increase in skill."

*In answer to Question 7, both FONAC and FOF 3 had confirmed that the operational profile of HMS Endurance is quite different to that of a Type 22, with the later being more easily supported by a visiting AEO. — **Editor.***

Serene badge 'nicked'!

THE CREST of the Second World War Algerine class minesweeper HMS Serene seems to have been "nicked."

The colourful print of 135 ship badges, published for the RN and RM Careers Service, includes "HMS Phoebe," the crest of the ship portraying a moon-like face over a wavy sea. Surely two ships cannot have the same crest. — E. Drummond, Hon. Secretary, HMS Serene Association.

Canteen boat ☐ 'first' claim

I SERVED aboard HMS Punjab from 1939 to 1942, and as "canteen boat" I claim that we were the first destroyer to do the 100,000 miles — first out, last in, month after month. — **N. Brown** (ex-l/sea), Plymouth.

THE MILEAGE claim for HMS Owen as a peace-time record would seem a trifle optimistic to anyone serving in the Gulf frigates during the late 1950s.

HMS Loch Fada covered 51,000 miles at sea during 248 days in the 12 months beginning May 19, 1957. — **S. O. Hare** (ex-COA), Portchester, Hants.

Letters Extra — page 24



Cornwall ensign dilemma

REGARDING the letter from Mr. Harold Thompson (January) about the missing silk ensign of HMS Cornwall, I can tell him that it is still in its glass case, with the ship, at the bottom of the Indian Ocean.

When the ship was sinking on April 5, 1942, I thought about the ensign, and saw it in its cabinet, but the choice was the ensign or my life.

Before reading the paper I had written to the Princess of Wales informing her of the lost ensign, and suggesting that as the Duchess of Cornwall she might be able to inspire the present-day ladies of Cornwall to make a similar gesture to their predecessors, and organise an ensign for the new HMS Cornwall. — Peter Noble-Mackie, Ipswich.

DOG-EARED DOGGEREL ON No.8s

The Navy it has lost its heart
Cos the other forces dress so smart,
It's not the matelot's fault, you know,
It's these new 8's they've got to go.

The sailor spends his KUA
And working dress gets worse each day,
KUA is just not enough,
We need new 8's but strong and tough.

We know they must withstand the fire
But why must they so quickly tire,
They cannot take the wear each day,
But quickly tear and then they fray.

People shoreside unlike me
Don't realise rigours of life at sea,
This working dress won't last too long
Because the fabric is all wrong.

A Form 2022 is what I need
To contact someone who'll take heed,
This uniform must change today
To keep that scruffy look away.
*— **RO(T) Sharpe,** HMS Scylla.*

Red number ☐ riddle

Reference the "Red number mystery" (December), I am afraid that L. Sales will not find his Hunt class L 100 as unique as he thinks.

I served in the Hunt class destroyer HMS Mendip, L60, joining her on North Sea duties based at Sheerness, through the Sicily, Salerno and Normandy landings to her paying off in 1946.

During the whole of that time the pennant number was painted in red. In addition, until after the landings at Salerno, she had a red band round the funnel as Captain D 21st Destroyer Flotilla leader.

Perhaps that is how L 100 originally came to be painted in red. — **F. Featherstone,** Gravesend, Kent.

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NN/3/86

Warm-up for Invincible and Minerva

WHILE BRITAIN shivered in the worst of the winter weather, the carrier HMS Invincible and her escort HMS Minerva were basking in the sun of the Caribbean.

The ships, operating as Dartmouth Training Squadron, visited ports in the West Indies — the Invincible calling at Barbados and the Minerva at St Lucia.

The frigate visited Castries where the ship's company took advantage of the lovely beaches, sailing facilities and diving — all in glorious weather.

Football, rugby and squash were played (and mostly lost!) against island teams.

Party

A particularly worthwhile event was a party for 30 underprivileged children between the ages of seven and ten. Although they came from a village not far from Castries — St Lucia's capital — many had never been to the city before, and even fewer had visited a ship.

The children, armed with swords and hats, surprised a gang of "pirates" on the upper deck and overpowered them, forcing them below to serve food and drink. Before they left, the duty officer thanked the children for saving his ship and made the pirates hand over their booty of sweets as a reward.

Argentine encounter



THESE days the Royal Navy's encounters with its Argentine counterparts are happily not as hostile as they once were . . . When HMS Aurora met a new Argentine submarine built in West Germany, the only shooting which took place was of photgraphs (one of which appears here). The encounter took place off Emden after the departure of the submarine San Juan, which was spotted by the Aurora's Wasp helicopter in poor weather. RFA Gold Rover was in company with the frigate.

Last train from Priddy's Hard

WEARING a paying-off pennant and a commemorative plaque, the last train was run from Priddy's Hard to Elson, two sites in the RN Armament Depot, Gosport.

The original RNAD has, after 215 years' service, ceased to exist as an explosives establishment, although it will continue as a depot for some time.

A regular feature of Gosport life over 80 years has been the daily ammunition train running between Priddy's Hard and Elson / Frater / Bedenham.

With all explosives work being progressively transferred to the latter sites, the need for the train has finally lapsed.

Guests rode as passengers on the final journey.

APPOINTMENTS

New Fleet Support Director

CAPT. C. L. WOOD is to be promoted rear-admiral and to be Director General Fleet Support (Policy and Services) from April 15.

Other appointments recently announced included:

Capt. A. P. Woodhead, Illustrious in command. August 12.

Capt. I. D. G. Garnett. Active in command July 22 and as Capt. F4 September 11.

Capt. D. M. Jeffreys. Euryalus in command as Capt. Fl. June 9.

Capt. I. H. Pirnie. Thunderer in command. August 5.

Cdr. N. S. R. Kilgour. Courageous in command. June 17.

Cdr. R. T. R. Phillips. Scylla April 28 and in command.

Lieut.-Cdr. J. Bailey. Atherstone (building) July 8 and in command on commissioning.

Lieut.-Cdr. S. C. Ramm. Otter June 10 in command.

Lieut.-Cdr. D. B. Templeman. Sentinel May 5 in command.

Lieut.-Cdr. B. J. Murphy. As O/C Liverpool URNU and Striker in command. March 25.

Navy's last VCs are honoured

TO MARK the 130th anniversary of the first Victoria Cross, the Fleet Air Arm Museum is issuing a special first-day cover featuring the last naval VC winners, Lieut.-Cdr. Ian Fraser and LS James Magennis.

Mr. Magennis, Ulster's only VC for the Second World War, died in February. He was aged 66 and lived at Halifax. He left the Navy in 1949.

The covers, signed by both VCs, mark their midget submarine attack on the Japanese cruiser Takao in the Johore Straits during the Second World War.

They cost £2.20 each (£1 unsigned), and further information is available from the RN Philatelic Officer, FAA Museum, Yeovilton (0935-840565).

Coventry reunion

HMS COVENTRY annual service of remembrance and reunion will take place on Sunday, May 25 at 6pm in St Ann's Church, HM Naval Base, Portsmouth. For more details please contact Mr. Derek Kimber, 132 Skipper Way, Lee-on-Solent, Hants (tel. 552151).

Vernon's final parade

THE ARMY calls the tune as HMS Vernon holds its final ceremonial divisions. Inspecting officer is Major General Derek Crabtree, Colonel of the Duke of Edinburgh's Royal Regiment (Berkshire and Wiltshire), which is affiliated to HMS Vernon.

Music was provided by the band of the Dukes, and the sailors were joined on parade by a platoon of the Royal Engineers' Diving Establishment, which recently moved to the Vernon site.

DECOMMISSION

Our picture shows Major General Crabtree talking to Cpl. F. J. Gaines of the RE Diving Establishment.

HMS Vernon moved from hulks in Portsmouth harbour to its present site in 1923. It decommissions on March 31, although training will continue on part of the present site under the administration of the Commodore, HMS Nelson.

OBITUARY

P. S. Bryan. AMT3. RN Hospital Haslar. January 9.
W. Lewthwaite. MNE. Cdo Logistic Regiment, RM. January 23.
S. Burns. CPOWEA. HMS Collingwood. January 27.
C. T. Turpin. AB(M). HMS Drake. January 31.
M. Thoburn. MNE. 3rd Raiding Squadron, RM. February 1.

Rex Dennis. Ex-CCY. Aged 48. Served RN for 22 years.
Reg Tuck. Ex-CPO. Chief diver HMS Reclaim. Aged 64.
Frank Harold Wyles. Ex-SPO. Submarines D3, E55 and E39 (1915-18).
S. K. Muir. Ex-MEM. Service included HMS Brilliant (1937-39).
Robert Envy. Ex-AB. Ships included HMS Ocean.
Charles Bonar. Ex-Stkr. Aged 61. Founder member Birmingham branch RN Engine Room Assn.
John Stevens. Capt. (retd). Ships included Victorious, Vanguard, Eagle, and Salisbury. Later Commodore-in-Charge Hong Kong.
Andrew McLeod. Ex-LTO. Ships included HMS Glasgow.
Harry Douglas Jones. Ex-LS, Second World War submarines. Member Leics. branch SOCA.
Fred Lucas. Ex-CCY(TCI). Aged 62. Ships included Royal Yacht and HMS Belfast.
Gordon Froud. Lieut.-Cdr. (retd). MBE, DSM and Bar. Aged 70. Served for 34 years.
Fred Osborne. Ex-HM ships Welfare and Mariner (Algerines Association).
Noel Withers. Ex-HMS Melita (Alterines Association).

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Safety in numbers for Double Cross

SOUTHAMPTON yachtsman Harry Mitchell was soon in safe hands after his yacht Double Cross started taking in water 21 miles south west of the Lizard in a strong gale.

A Wessex V helicopter from 771 Naval Air Squadron, the Search and Rescue Flight based at RN air station Culdrose, was scrambled to the yacht's reported position and found her after a search of the area.

LACMN(D) Ian Penhaligon was lowered on to the Double Cross, a former Admiral's Cup racer, followed by a pump which was used to bale out the yacht. A second Wessex was also sent to the scene.

Various shipping answered Mr. Mitchell's mayday distress call, including mv Atlantic Song and the cable ship Alert, who were nearby until HMS Upton and the Penlee lifeboat announced they were on their way to the scene.

The Upton put men on board to shore up a bulkhead and keep the yacht afloat while she was towed into Falmouth by the Fishery Protection Squadron ship.

Helicopters rescue 195

LAST YEAR Royal Navy SAR helicopters flew 272 mercy missions, rescuing 195 people and recovering 30 bodies. Culdrose made 101 call outs, rescued 91 people and recovered 29 bodies; Lee-on-Solent flew 126 missions, rescuing 78 people; Prestwick rescued 20 people during 37 missions; Portland flew one SAR mission; and other RN helo rescues totalled seven people and one body from seven call outs.



HELP is close at hand for yachtsman Harry Mitchell off the Lizard as HMS Upton and a Wessex helicopter from 771 Naval Air Squadron, RN air station Culdrose, come to his rescue.

Flagship Intrepid calls on Belfast

HMS INTREPID had to put on her best bib and tucker for a brief visit to Belfast despite a battering from the elements on passage from Norway.

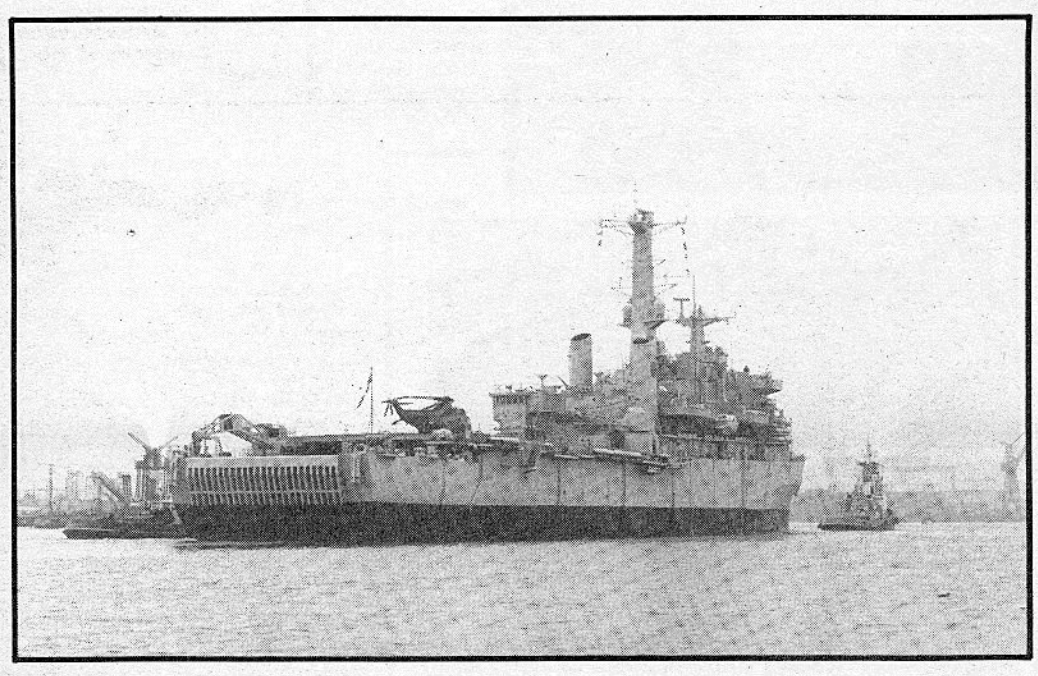
It was the Royal Navy's first "big ship" call at the city for many years and the Commander-in-Chief Fleet, Admiral Sir Nicholas Hunt, went on board to host a reception for 250 local civilian and military leaders.

Later there was a private dinner party on board.

Admiral Hunt praised the ship's company for getting the Intrepid into such fine condition for the visit. It was well deserved, for the assault ship had just returned from Norway where she disembarked 539 Assault Squadron Royal Marines for their annual winter exercise.

On her way back the Intrepid was hit by atrocious weather, with winds up to 75 knots and 50ft. seas. Storms had delayed the ship by 24 hours, leaving little time for a sprucing up operation before her important visit to Belfast.

But it was a great boost to the ship to be used as the Fleet flagship, and she later returned to Norway for the final stages of Exercise Anchor Express, which included a full scale amphibious landing on the northern coast.



HMS INTREPID approaches Belfast Docks. Ahead of her are the Harland and Wolff yards in which her sister ship HMS Fearless was built.

RNR exchange agreement

ROYAL Naval Reservists are included in an agreement on the exchange of personnel between the United Kingdom and West Germany.

The agreement, signed in London last month, opens the way for RNR and RAF reservists to make two-week training exchanges with their West German counterparts. Territorial Army personnel have already carried out successful exchanges.

Dolphin opening

HMS DOLPHIN'S new Ferranti Action Information Organization (AIO) and fire control submarine trainer is to be opened on April 17 by Armed Forces Minister Mr. John Stanley. The system emulates a submarine's operational computer and has been in use since January.



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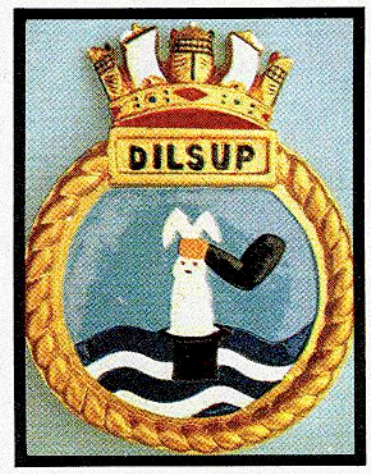
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RIGHT — How it all ends. The frigate Russell and the Second World War submarine Tiptoe are easily visible in Pounds Shipowners and Shipbreakers Ltd. yard beside the motorway into Portsmouth.

LEFT — DILSUP's unofficial and tongue-in-cheek badge.

LEFT, CENTRE — HMS Tiger's massive 6in. guns. Her smaller 3in. guns, of revolutionary design, are about to be removed and sent to a museum.

FAR LEFT — Wardrobes are removed from HMS Tiger for use in the new HMS Ark Royal.

ANY OLD

IF YOU ever get to talk about old ships with Lieut. Tommy Trotter, don't try to swing the lamp. For one thing, he knows a fair bit about the subject after 32 years in the Royal Navy, and for another, he will probably have reached the lamp ahead of you — and obtained a good price for it!

Lieut. Trotter is the officer-in-charge of the Disposal List Ship Unit, Portsmouth — DILSUP for short. He runs an 18-strong team tasked with looking after old ships until their futures are decided.

DILSUP also provides the only fully organised towing crew left in the Royal Navy.

"After a ship pays off and is decommissioned, she is de-stored, fuel and ammunition are removed, and we take over. With the help of the Naval Base, we remove all the usable equipment so that it can go direct to other ships or be refurbished and put on the shelf for use later," says Lieut. Trotter.

"This saves the taxpayer quite a bit of money.

"Of course, we can often come up with the goods when ships have tried all over the place for some item or other. This makes us very popular. Hence our crest — a white rabbit being produced out of a top hat. Mind you, it's entirely unofficial," he says gleefully.

A trip round Portsmouth Harbour soon reveals what happens to ageing greyhounds of the ocean. Some, like Ashanti, Londonderry and Falmouth, become harbour training ships. This old trio have had their propellers removed and brakewheels fitted so that "baby" MEMs from HMS Sultan can take them up to full speed without moving an inch.

Others, such as HMS Torquay, are being used for diving training activities like bottom searches and hull and propeller defect diagnosis.

Many have been used as target ships for gunnery practice, new missile evaluation or torpedo trials. Real, live target ships are a rarity so every opportunity is taken to let as many people as possible have a go at them.

In today's cost-conscious Senior Service, decommissioned ships are often cannibalised to keep other vessels running. This is where DILSUP's prowess as a provider of spares comes into its own.

It is not always a question of

Words: Stuart Reed
Pictures: PO(Phot) Mac McBarron

Railcard is just the ticket

BRITISH Rail single and return tickets routed via London (including child tickets and discounted tickets) purchased by Forces Railcard holders now cover the cost of transfer between the appropriate London termini on London Underground services, including the Waterloo and City Line and Link Bus service 555.

NOT REQUIRED

It means that Forces Rail interchange tickets will not be required for journeys between London BR termini. But the facility is not available in conjunction with tickets for journeys starting or terminating in London (season tickets included) or local journeys on Underground services not between British Rail termini.



Medal for victim of North West Passage

A specially-struck Arctic Medal has been presented to the family of AB John Hartnell exactly 140 years after he died on Beechey Island, northern Canada, during the disastrous Franklin expedition to locate a North West Passage to China.

John Hartnell was a member of the ship's company of HMS Erebus which, in company with HMS Terror, set out in 1845 under the command of Sir John Franklin.

Thwarted by pack-ice, the ships made little progress and were eventually abandoned in 1848 in the ice near King William Island. John Hartnell and two others had died two years earlier of pneumonia and been buried in the permafrost on Beechey Island.

In 1984 an autopsy was performed on the perfectly preserved body of PO John Torrington, one of the three buried on Beechey Island 140 years ago. Hartnell's family received no Arctic Medal, probably due to a "debt to the Crown" of £117 4s. 8d — the cost of his polar clothing!

NEW EVIDENCE

In the light of new evidence, Rear-Admiral R.O. Morris, Hydrographer of the Navy, authorised the issue of the medal last October, and the Army Medal Office arranged with the Royal Mint for a special striking from the original dies.

On January 8, almost exactly 140 years after John Hartnell died in the icy desolation of arctic Canada, his Arctic Medal was presented by Admiral Morris to Mr. Donald Bray, great-great-nephew of the Victorian seaman.

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Divers on film duty in Cyprus

A SMALL team of Royal Navy divers and support personnel from HMS Vernon and the Marine Services School, Rosyth, visited Cyprus to shoot underwater sequences for a new RN instructional film entitled "Use of Underwater Tools."

They were photographed working on a wreck in the Limassol area with underwater pneumatic and hydraulic tools, bolt and stud guns, and cutting and welding equipment.

Apollo charges to the rescue

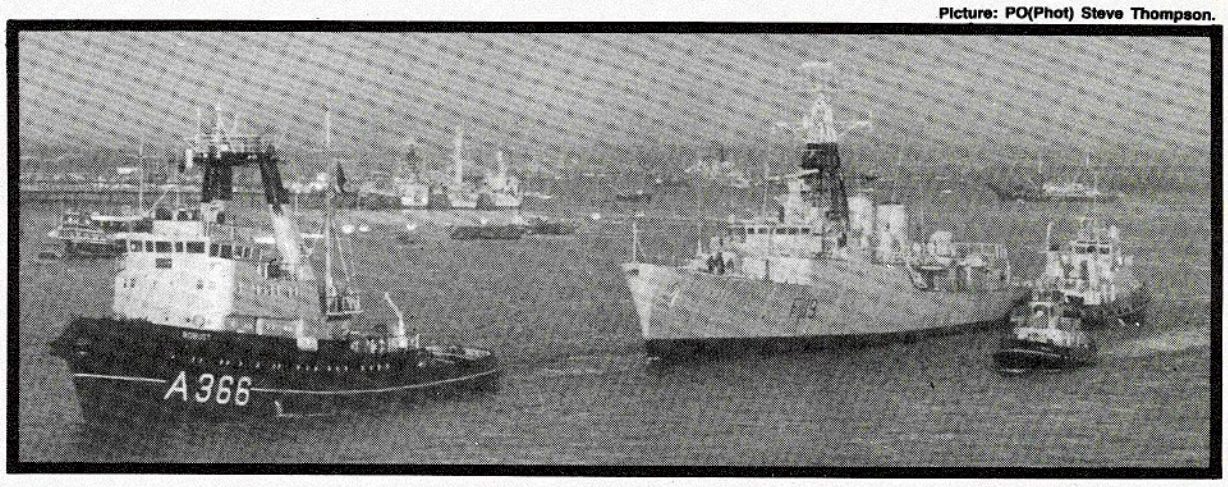
WORLD powerboat grand prix champion John Hill of Great Britain poses for a picture with members of the crew of HMS Apollo at Nassau. The frigate arrived in the Bahamian capital just before the Harmsworth Trophy match between Britain and the United States, and helped the British team by re-charging the batteries for their boats.

Britain went on to win the trophy.

In the picture (left to right) are AB(S) Callum McCrindle, SEA(EW) Ian Lumsden, WEM(0)1 Ginge Laundry, AB(S) Stan Ralls, John Hill, CK Keith Parsons, and WEM(R) Fraser Muir.

Picture: PO(Phot) Steve Thompson.

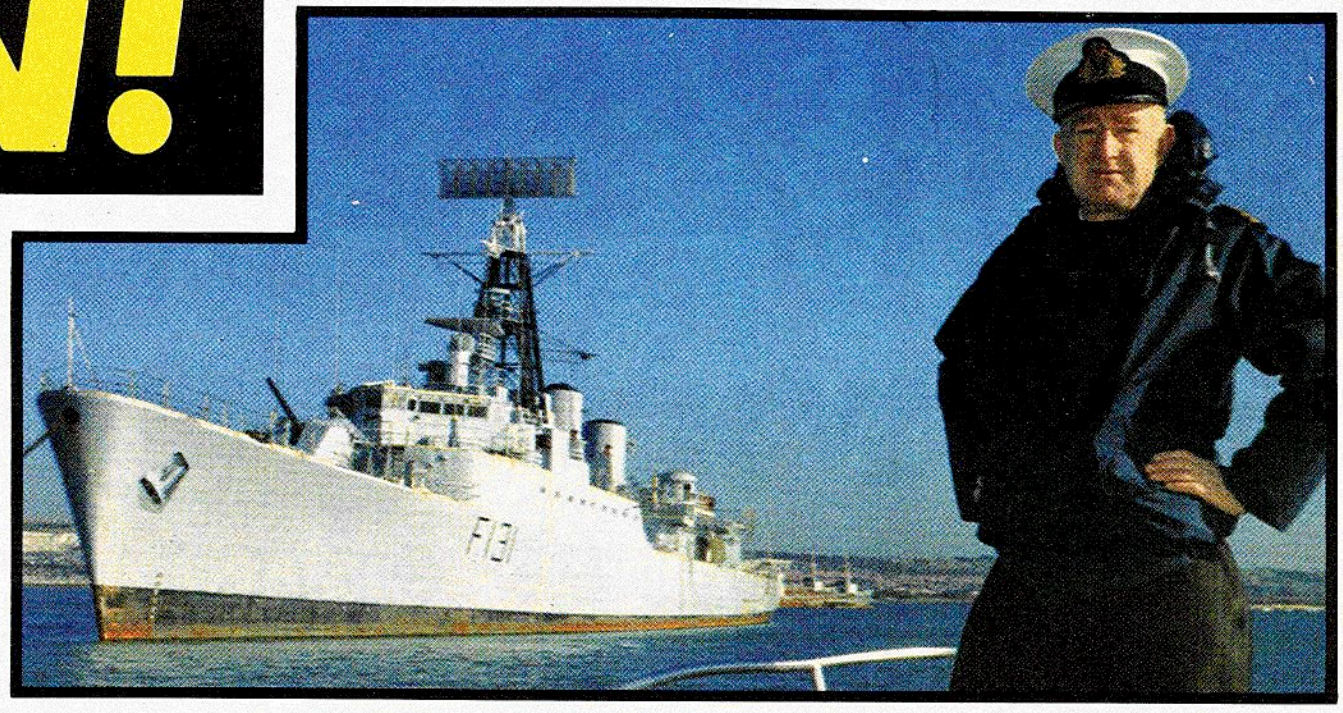




ABOVE — The tug Robust tows HMS Eskimo out of Portsmouth Harbour on her way to a watery grave after being used as a "live" missile target. Visible on the Eskimo are members of DILSUP, the Royal Navy's only fully organised towing crew.

BELOW — Lieut.-Cdr. Tommy Trotter, officer-in-charge of DILSUP, inspects his fleet in Portsmouth Harbour. Behind him is HMS Nubian.

IRON!



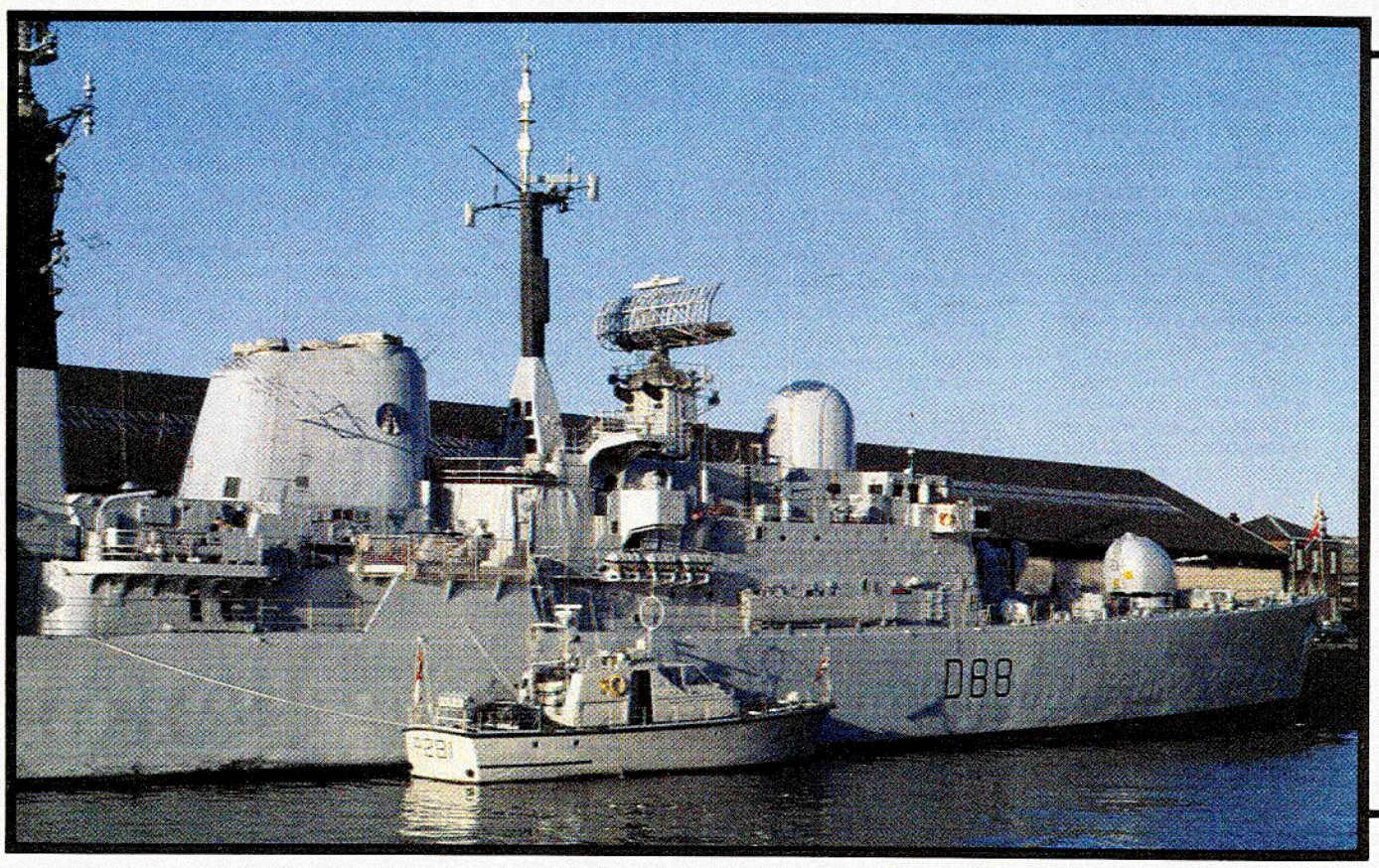
old kit, however. Now and again they turn up little treasures which become museum exhibits. The last ceremonial lifebelt from HMS Gurkha has recently been presented to the Gurkha Museum at Church Crookham near Aldershot.

Standing on the deck of HMS Tiger with the rust crunching underfoot like shingle, Tommy told me about the business aspect of his work. Metal from a warship is a valuable commodity. A big ship made of good quality steel can command five or even six figure sums from the scrap industry.

Old vessels without propulsion have to be towed from Rosyth, Devonport or Portsmouth to the scrap yards. DILSUP's towing crew know all about these sometimes dangerous, but often desperately boring voyages. They have towed vessels all over the United Kingdom.

Life on board the tug is not so bad, but in the ship under tow it is a different story. With a warrant officer in charge the crew members set about making themselves comfortable.

"Warships without power, heating or lighting can be very cold and unpleasant. We have to take everything we can to make life bearable such as sleeping bags, field kitchens, radios, toilets, lamps and torches.



Who's your wee friend?

HMS ATTACKER, the fast patrol boat, nestles alongside HMS Glasgow at Yorkhill Quay, Glasgow, during a six-day meet-the-Navy visit to the city by the Type 42 destroyer.

The larger ship, adopted by her namesake city, was there to conduct career forums and party visits. She in turn has adopted a children's ward at Yorkhill Hospital, which was visited by a party from the ship.

The Attacker is the city's "full-time" ship, being attached to Glasgow and Strathclyde Universities Royal Naval Unit. Students can join the unit as honorary midshipmen with no compulsion to join the Service later. During their three years they are paid as midshipmen for days spent at sea, with an obligatory three sea weekends a year and a further 14 continuous days of sea training annually.

Two nine-day Easter cruises to the Western Isles this year will be followed in the summer by a six-week visit to Holland, Germany, Denmark and Norway in company with URNU vessels from Aberdeen, Liverpool, Southampton and London

US soccerettes fall to Spartan

TRANSLANTIC deployment for the nuclear-powered fleet submarine HMS Spartan brought the crew into contact with the United States' third-ranking women's soccer team.

At Norfolk, Virginia, the boat's XI played the ace Old Dominion University women's team — and won. They also took on the Virginia Beach Falcons rugby XV.

Later during her Westlant deployment, the Spartan spent six days at New London in Connecticutt.

Pay parade marches into the archives

MEM Paul Shaw held out his hand for his wages on January 16 — and another age old naval ceremony was consigned to the history books. He was the last rating to appear on a pay parade to have his wages paid into his hand.

Fortnightly pay parades disappeared from the Fleet in 1981 when direct credit into bank accounts was introduced. But HMS Raleigh alone continued to hold the parades as many of its New Entry ratings did not have bank accounts.

On January 16 the final parade was held in Raleigh, with Second Officer Julia Whetton in attendance. During her 40 previous pay parades as Supply Officer (Cash) she had handed out £1,609,383.

BANK ACCOUNTS

In the old days a sailor's wages were paid on to his cap, which he had first placed on the pay table. Ratings at Raleigh have kept their caps on their heads because payment has been made only in notes. Now they will have to open bank accounts.

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TWO PAGES FOR FAMILIES



'Left in the lurch'

STRESS on naval families could be eased if Navy News played a bigger role in dealing with problem queries, answered anonymously if necessary.

That is the view of Warrant Officer John Mitton, in a letter commenting on the four-year study by Church of Scotland chaplain the Rev Dr. Charles Stewart, whose conclusions were reported in the January issue.

WO Mitton congratulated Dr. Stewart for highlighting many of the family problems attendant with the Service life today, and said he hoped the message would be heeded by those in authority.

Many of the stresses, WO Mitton believed, could be lessened if communication to the families was more forthcoming, especially when Dad was drafted or away at sea, and particularly where the family home was not situated near a naval community.

Too often, he said, the families were "left in the lurch without understanding the vagaries of Service life," and not knowing who to turn to for advice.

"I get the impression from many families," says Mr. Mitton, "that they would like to address their problems to a dedicated 'Information Page' in Navy News, where written or phoned-in queries could be answered, anonymously if so desired, without attracting the feeling of social stigma or welfare tag, and allow families to seek advice without fear or retribution to their husbands.

"One question answered in Navy News could help many other people with a similar problem, and ultimately save a lot of time and work."

In reply the Editor writes: First of all it must come as a surprise to hear, after years of official reassurance, that a family query could attract a feeling of social stigma or welfare tag, or fear of retribution to husbands.

Dismay or calamity can happen to any family, rating or officer, and Navy News can vouch for tributes paid to the Naval Personal and Family Service for the sympathy and practical help which has been given.

The welfare people (although Welfare with a capital W is a word not encouraged

FLOWERS FOR THE QUEEN

When the Queen met families of HMS Brazen's company on the quarter-deck of HMS Belfast in the Pool of London on February 4 she was presented with flowers by Katherine and Steven Shaw, who are given a guiding hand by their mother Linda, wife of CPOWEA Shaw. The Brazen was berthed alongside the Belfast for the royal visit.

Plymouth plea over housing

'GET ON LOCAL WAITING LIST'

LEASING of surplus naval married quarters to Gosport Borough Council was stated in the February issue article to be "a special case, and likely to remain an exception."

That was the information given to Navy News, but this has been challenged from the West Country.

The theme of the article was the suggestion by Lieut.-Cdr. G. S. Buss that surplus quarters could be made available to naval families, to rent or lease, before being leased to a local council.

When told about the idea, married quarters staff mentioned some practical problems, but it is interesting to hear the views of Councillor Tom Jones, chairman of Plymouth Council's Housing Committee. He writes: "I refute the statement that the leasing of quarters to Gosport Council looks likely to remain an exception.

"Plymouth City Council has a long and happy relationship with naval and army quarters staff. My Housing Department staff meet them regularly, helping with advice to pre-retirement groups, and the sad and all-too-commonplace co-ordination of action on the rehousing of families, including abandoned wives with children.

'Incorrect'

"Last year alone we 'took on board' (if an ex-airman may be excused the naval expression without being keel-hauled) more than 50 in the latter category, and a similar number of families.

"Plymouth has leased spare quarters from the Ministry of Defence for some years now. It is therefore quite incorrect to suggest that Gosport's situation is somehow unique.

"Providing there is adequate liaison and a mutual appreciation of need, I for one see no reason why the practice should not continue.

Time awards

"May I conclude with a personal plea for everyone in the Navy or Royal Marines to consider registering themselves on a local authority housing waiting list so that their interest in municipal housing — if so desired — can be recorded and therefore accumulate time awards under the various points systems in use.

"Plymouth picks up more than 100 Service families per annum under the Housing Homeless Persons Act provisions. That inevitably prompts criticism from those patiently waiting on the list for their preferred option on city housing, and places stress on our housing strategies.

"Plymouth being Plymouth, I and my colleagues consider it an obligation we happily accept, because of our commitment to the Service.

"But a little more foresight in personal perceptions of housing need would reduce our commitment and help others."



Establishing a working . . . relationship

WHEN AEA/A Tim Rutherford joined 772 Squadron at RN air station Portland, not only did he have big sister, WAEM(M) Caz, working on the squadron to contend with, but also big brother, POAEM(M) Andrew, not too far away on 702 Squadron. All three are serving in HMS Osprey on aircraft maintenance duties.

Andrew supervises maintenance on the Lynx helicopters besides carrying out in-flight servicing procedures. Caz and Tim both work on Wessex V helicopters. Tim is at Osprey as part of his field training.

In the picture, Big Brother Andrew (centre) watches Caz and Tim putting spanners in the works.



AND just to prove that brother and sisters working in the same location are not that unusual, Leading Wren Writer (Pay) Val Darby and Weapon Engineering Mechanic (Ordnance) Colin Darby are pictured at HMS Dryad — where Val (24) is responsible for officers' pay accounts and 22-year-old Colin works in the electrical workshops.

Just for the record, Val is not in the habit of handing her brother bunches of tenners — it just added interest to the picture!

Navy News

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Assistant Editors: John Elliott, Joan Kelly and Anton Hanney
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SULTAN WIVES RAISE £1,500

CHARITABLE efforts by members of Sultan Wives Club at Gosport have raised over £1,500 in the past year — much of which has helped to buy much-needed cot monitors for the area.

Cash for cot monitors was handed over to Gosport Health Authority after two 1985 events, and a further sum was expected to be donated to the authority as a result of more activities. The events have included ploughman's lunches, a bring and buy sale and a barbecue.

A cake stall at last year's Sultan Summer Show made over £300 for naval charities.

Brave cadets

HMS DOLPHIN Volunteer Cadet Corps members Gavin Davies and Andrew Hodge have received courage awards for their determination to continue with cadet activities after serious accidents. Capt. M. H. Everett, commanding officer of Dolphin, made the presentations at unit divisions.

when Dad's away

nowadays) are the experts, with all the experience and contacts to help families to solve difficulties which arise.

And many times in the past Navy News has brought to readers' attention the information and advice service offered by the Sailors' and Families' Advice Bureaux and the confidentiality offered there.

However, naval wives do write to the editor about problems which spring from Service life. Their letters are welcomed, and have resulted in many a feature on the Families page.

There is strict confidentiality where people do not wish to be named.

What happens is that the paper, having no resident panel of advisers, often turns to official sources to get answers — and gets the fullest co-operation.

Where a question and answer have a general application, then publication follows in order to help others. But it can all be anonymous if that is what is desired.

It could well be that in many instances the NPFS could have given the answer promptly in the first place, but if that "welfare tag" bogey still haunts, then to get it allayed would be a good communication improvement.

However, WO Mitton (who writes from Kingston-upon-Thames) may well have a point in emphasising the difficulties facing families away from naval communities, and if Navy News can help in any way, these wives are specially welcome to drop a line.

Not-so-jolly

DR STEWART's thesis aroused the anger of Mr Tim Cole, describing himself as "Jolly Jack of yesterday".

Writing from his home in Gillingham he denounced the padre's reference to the romantic old-time image of the sailor "empty of grey matter and full of rum and bull."

Disputing these "disparaging" remarks, Mr. Cole comments that the improvements brought about today were due mainly to the "constant and persistent appeals to the Admiralty" over the years.

ROSYTH CENTRE HAS IT ALL

Revamped hostel caters for thousands

ROSYTH, with its growing naval population, now has the United Kingdom's first all-in-one naval families centre.

It was opened on January 21 by Lady Dundonald in the former Dockyard Apprentices Hostel in Castle Road, Rosyth, and will serve up to 2,000 naval families in the area.

The first Naval Families Centre in the UK to house all the functions of the Area Personal and Family Service under one roof, the 33-year-old building was specially modified at a cost of £200,000.

Excellent

It is part of the development of the facilities of HMS Cochrane, the Rosyth Naval Base Accommodation Unit. Cochrane is the family name of the Earls of Dundonald.

In overall charge of the Centre is Mr David Jameson, Area Officer NPFS, Rosyth, for the past four years, who said: "This will give us an excellent centre for the constantly-changing 1,500 to 2,000 naval families now living around Rosyth."



Two playgroups already meet on the ground floor, which, with its large dividable room, kitchen and other smaller rooms, is devoted to community activities.

Also housed downstairs is a health centre used by the community physicians and health visitors of the Fife Health Board.

On the first floor are the administrative offices of the NPFS, including those for the married quarters staff, Families Advice Bureau, and social workers.

● *Rosyth's new support centre — back page.*

When Lady Dundonald opened the new Naval Families centre at Rosyth, part of the extension of facilities of HMS Cochrane, she was soon asked to join the fun of some three-year-olds in one of the very active Rainbow Playgroups.



Capt. Robin Maxwell . . . social work

Getting to know you

AFTER six years, Captain Tony Oglesby has left the post of Chief Staff Officer (Naval Personal and Family Service). His relief, who took over on January 31, is Capt. Robin Maxwell, who has recently completed a social work course at Bristol University, and has spent time with Hampshire Social Services in preparation for his new role — a far cry from his days as a weapons engineer.

New head of Family Service

This change at the top will not mean a change in direction for the Family Service teams.

Navy News is told that the aim will be to get more involvement in the day-to-day life of the married quarters estates, establishing links with other agencies and volunteers who are active in the community.

By this approach Family Service workers will be better placed to support and encourage naval families to help themselves by setting up groups and other activities.

Hopefully, the Family Service workers will become as well known and acceptable as estate and community officers, and be in a position to help families well before a crisis situation develops. Prevention is better than cure.

This support of families does not mean that the men at sea or removed from their families take a back seat, we are told. The confidential service is equally available to them.

Capt. Oglesby's long experience will not be lost to Service families, as he is taking up a post with the Soldiers', Sailors', and Airmen's Families Association.

How to keep 60 children amused for three hours

EXCITING undies being in short supply after the Second World War, many exotic garments were produced from the silk of ex-forces parachutes.

It is unlikely nowadays that flimsies would have to be created from such material, but there is a need for a parachute — one at least.

Carol Upward, of 41 The Ridings, Gatcombe Park, Portsmouth PO2 0UE, writes:

"As the wife of an ex-MEA I know the power of Navy News (we blush) and I am hoping that one of your many readers may be able to help me.

"I have recently begun working with children aged 9 to 14 at a club. Keeping them amused for three hours at a time is difficult, as you can imagine.

"At a one-evening course at another club I was introduced to the parachute. What a fantastic piece of equipment! So versatile.

"As many as 60 children can be controlled, yet amused, round a parachute, so if anyone has an old one they no longer need, I would be very grateful.

"If torn that would be no problem, I will repair it, and be prepared to collect if it's not RAF Lossiemouth!"

Income boost for families — see page 14

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"We've got a Port Diver already!"

RNR to provide divers

AS PART of its general increase in strength, the Royal Naval Reserve is now to have a Diving Branch, to fulfil also an additional war commitment.

The branch will be required to provide divers capable of three roles, namely that of ship's diver (SD), port diver (PD), and clearance diver (CD).

The SD will be capable of all tasks currently performed by a Royal Navy ship's diver, and the PD capable of all tasks currently performed by the RN Diver sub-branch.

The PD will be a fully trained SD who has received additional training to allow him to carry out surveys of ports and anchorages including the recognition but not disposal of explosive ordnance devices.

There will still be a requirement for personnel in other branches to gain the SD additional qualifications for service in tenders.

These personnel will remain in their parent branch, but their diving training will be administered by the Diving Branch.

The branch will be established on May 1, 1986, and recruitment will begin on that date. Recruitment may be by new entry or sideways entry.

DCI (RN) 9/86

Would-be charge chiefs, take note

CANDIDATES for charge chief weapon engineering artificer will find that the recently-announced revised procedure for advancement has now been amended.

An official statement explains that chief WEAs eligible by seniority will be selected by a board to attend the charge chief qualifying course on the basis of annual reports on forms S264C.

The board will sit annually in October to select a number of candidates based on the manning requirements and the training places available.

As is customary in a selection process, successful ratings will have the opportunity of refusing advancement, and will continue to serve as chief, but refusal of advancement will not be a disqualification from the local acting CCWEA rate.

Qualifying course

Chiefs selected by the board will be drafted to the qualifying course, and this will normally happen in the year following selection.

Any selected chief who has less than 18 months to serve on completion of the course will be required to sign on to complete return of service.

Chiefs serving on the 20E engagement who have less than three years to serve to complete 32 years of service on December 31 of the year in which the board sits will not be eligible for selection.

"The qualifying course," says the announcement, "has been redesigned specifically to meet the stringent demands on the prospective charge chief in the areas of technical ability and systems engineering management."

The course attracts the award of the national Examinations Board for Supervisory Studies at diploma level.

If a chief fails to meet the standard on the course he will continue to serve as chief and will have the option of leaving the Service on the date on which the previous engagement would have expired.

For selection

It is pointed out that where the new regulations remove the requirement to report on chiefs to HMS Collingwood, reports may still be required by HMS Centurion for 20E selection.

Prospective candidates should study the interim arrangements, and the full details of the revised advancement rules.

DCI(RN) 12/86



"He's just done one of them Church courses!"

There's a moral here ...

WELFARE counselling is one of the important tasks for senior rates and officers in the Royal Navy, and those involved are eligible to apply for courses either as beginners or to improve their knowledge.

The courses are among a wide variety available at Amport House (the RAF Chaplains' School), Andover, Hants.

One course in "moral and welfare leadership" is particularly suited to potential leading rates, but there are also studies in Christian foundation, church music, and for lay readers, RN chaplains, and doctors.

Courses for Roman Catholic personnel have been arranged to take place at the Portsmouth Diocesan Pastoral Centre, Park Place, Wickham, Fareham, Hants.

DCI (RN) 4/86

GET WISE on DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Alacrity leads refit test-run

THE SCHEME for cutting ship complements during refits, announced in 1985, is to have its first trial this year with the restorative refit of HMS Alacrity at Devonport.

The normal refit complement for a ship of this size would be about 100 (including officers), but in the case of the Alacrity the number will be drastically reduced for a significant period of the refit.

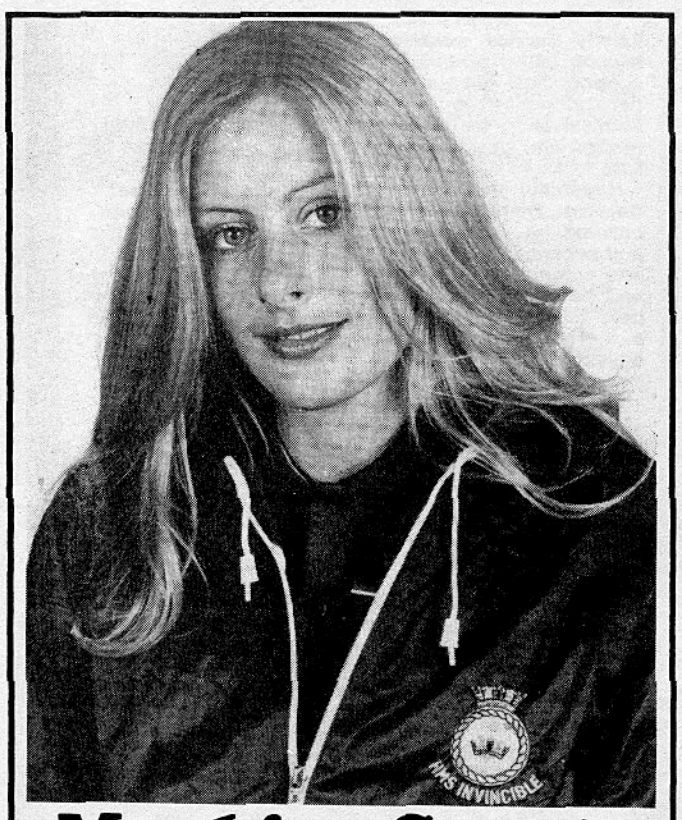
This means that the majority of the ship's staff refit tasks will be transferred to the dockyard authority.

An announcement refers to measures for the care, protection and security of the ship, including fire prevention, during the period in dockyard hands.

It is expected that an officer will be appointed to the staff of the Commander-in-Chief Fleet to observe the conduct of the refit trial, and help in resolving administrative problems.

A rolling programme to implement the policy of reducing the size of refit complements is being developed. Subject to experience gained with the Alacrity, further trials are expected to take place.

DCI (RN) 2/86



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☆ Cairngorms

ALL THE Services are eligible to book accommodation at Norwegian Lodge in the heart of the Cairngorms, seven miles from Aviemore, but first preference goes to the Army. The area offers a wide range of summer and winter sports.

An official announcement explains the booking arrangements.

DCI (JS) 6/86

☆ Skiing exped.

A SKI mountaineering expedition from Chamonix to Saas Fee is being organised by the RN Winter Sports Association from April 11 to 27, 1986.

Applicants with at least three seasons of skiing experience should apply to Cdr. H. R. Buchanan, Room PK 18A, ARE Portsdown, Cosham, Hants PO6 4AA.

(Announcement dated Jan 17, 1986)

☆ Air show

THE 1986 International Air Show will take place at the Army Air Corps Centre, Middle Wallop, throughout the week July 7 to 13. Public days are on the 12th and 13th.

(Announcement dated Jan 10, 1986)

☆ Salvage

SALVAGE services by HMS Kirkliston to the trimaran Charles Heidsieck, on November 3-4, 1984, have resulted in an award which is now ready for distribution.

(Announcement dated Jan 10, 1986)



Income boost for families

LOWER-PAID personnel in the Royal Navy who are married and have children could qualify for the receipt of Family Income Supplement.

For instance, in a family where there is one child aged eight and one aged 14. FIS may be payable if the total weekly income is less than £110, which is calculated as £86, plus £11.50 for the younger child and £12.50 for the older one.

"Total" income is defined as the total gross income of husband and wife, excluding child benefit, children's income, boarding / day school allowance, local overseas allowance, kit upkeep allowance, overseas rent allowance and rent and rates rebate.

Where a family proceeds overseas, or is overseas, special rules apply.

Revised qualifying income levels came into operation last November.

DCI (JS) 8/86

RN takes over RAF tasks

DISBANDMENT of the Royal Air Force Marine Branch will result in the Royal Navy taking over some of the tasks.

Under rationalization arrangements, the Directorate of Marine Services (Naval) will provide marine services at Pembroke Dock for RAF Brawdy, at Falmouth for RAF St Mawgan and the Sea King Training Unit, and at Portsmouth for RAF Benson.

Where not provided by craft of DMS(N), tasks will be undertaken by contractor-operated RAF vessels.

RAF craft will be based at Plymouth, Great Yarmouth, Invergordon and Holyhead using existing Service support facilities at all locations other than Great Yarmouth where the contractor is required to provide his own facilities.

RAF marine craft, under the rationalization scheme, will undertake target towing for HMS Cambridge gunnery range.

DCI (JS) 4 / 85

☆ Less morse

DECLINING military use of morse has been noted in a review investigating the future requirements of the Royal Navy for the reception and transmission of audio morse.

As a result of the training effort needed to meet existing operational standards, it has been decided that these standards should be amended.

An announcement sets out the new details.

DCI (RN) 29/86

SMOKE CURTAIN CHOSEN

IN THE light of experience in the Falklands, temporary curtains were introduced in HM ships at main watertight doors and to sub-divide long passages, to enable smoke boundaries to be maintained in the event of distortion at the doorways or for the passage of personnel. Submarines have similar smoke curtain arrangements.

An official announcement says that following trials with various materials, Columbus 300 flame retardant viscose / acrylat fabric has been selected as the most suitable.

Existing curtains will be replaced as they become unserviceable.

DCI (RN) 16/86.

Alderney duo win race pot

TWO officers from the fishery protection vessel HMS Alderney won a class trophy in a transatlantic yacht race while their ship was in refit.

Sub-Lieut. Mick Broughton, the Alderney's gunnery officer, skippered the Class One racing yacht Loujaine in the Royal Ocean Racing Club's Caribbean Race from Las Palmas to Antigua. He was assisted by the ship's navigator, Lieut. Spike Hughes.

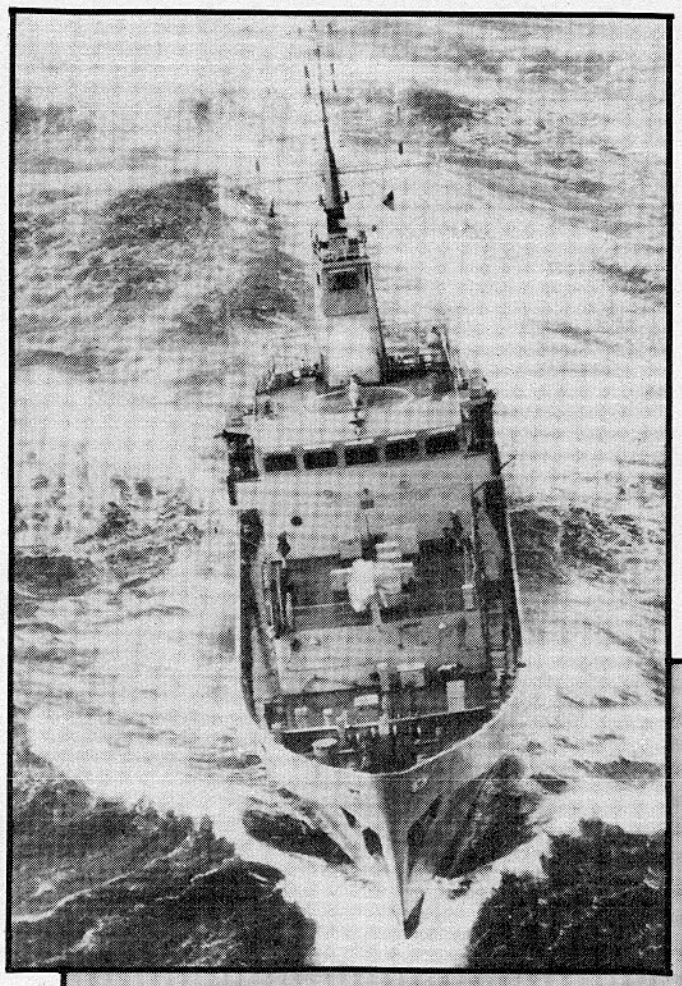
They took the combined Class 1 and 2 trophy in the 18-day race, and on their arrival rested at the millionaire's paradise — the Antiguan St James Club — by courtesy of British entrepreneur Peter de Savary.

HMS Alderney has now resumed her fishery protection duties after her first refit. She emerged from the Rosyth Syncrolift later than expected, which allowed members of the ship's company to fulfil a variety of other roles, from helping out other ships with personnel shortages — to the transatlantic race.

Lynx, not Wasp

SHARP-EYED readers will have noticed that the picture of HMS Scylla's helicopter on Page 15 of last month's Navy News featured her Lynx, not a Wasp as stated in the caption.

The Wasp in question belonged to HMS Achilles, and it won the trophy for the best turned-out helicopter at the Falklands Helimeet 85.



Shetland's Viking visit

Back to Dark Ages

FISHERY patrol duty for HMS Shetland was brightened up by an excursion back into the Dark Ages when she visited the islands after which she was named.

At Lerwick, the Island-class vessel took part in the mid-winter festival of "Up-Helly-Aa," a reminder of the Shetlands' Viking past.

During their three-day stay, the ship's company witnessed a torchlight procession of more than 1,000 men, and the burning of a "longship."

Later, the men from the Shetland retired to several "halls" in Lerwick to continue the rousing celebrations.

On the following night the Guizer Jarl (Head Viking) paid a return call on the ship with 40 of his men — who were all well entertained.

Earlier in deployment — and during a brief respite from atrocious weather — the Shetland arrested a Dutch vessel which was successfully prosecuted for fishing with undersize nets in the North Sea.

The patrol vessel also visited Sunderland, Blyth, North Shields, Hull and Kirkwall in the Orkneys.

Left: HMS Leeds Castle on the beat — and taking a beating from a wintry Force 10 (and rising).

LEEDS CASTLE JOINS 'ENEMY'

ROLE of an "enemy" ship was given to HMS Leeds Castle during Exercise Western Chance held in the South-West Approaches in February.

It was one of the later deployments in a busy winter season for the fishery patrol vessel. She was on duty over Christmas and the New Year, returning to Rosyth for retard leave in early January.

She had achieved a successful prosecution of a Dutch fishing vessel which had contravened EEC regulations, and with other ships have been involved in the search for the wreckage of an RAF Tornado aircraft which had crashed off Flamborough Head.

After leave the Leeds Castle called at Devonport for a brief maintenance period, during which she was host to members of Birmingham branch of the RN Patrol Service Association.

The branch was continuing a liaison with the Fishery Protection Squadron, a link which was first established during the Second World War.

During their visit, the association members toured the Leeds Castle and HMS Guernsey, and were given a presentation on the ships' offshore tasks.

Before Easter leave, the Leeds Castle is due to visit Antwerp with HMS Stubbington.

Tartar set for Indonesia

FORMER Royal Navy frigate HMS Tartar recommissions at Woolston, Southampton, on April 3 as the Indonesian warship Kri Hasanuddin. She has been refitted by Vosper Thornycroft.

Two other Tribal-class frigates, Zulu and Gurkha, have already been handed over to the Indonesian Navy.

Changing times . . .

WITH every child owning a timepiece accurate to seconds a year, the Armed Forces are getting in on the act with the introduction of "wrist watch chronograph electronic."

The announcement says that this is to provide an electronic multi-purpose watch as a replacement for an obsolescent mechanical watch.

The new item is particularly suitable for airborne and seaborne navigational operations.

Anyone with visions of sticking pins in little holes to re-set the time may be reassured that the detailed instructions seem less formidable, though quite a lot of verbiage is required for an explanation of the various functions.

The obsolescent item is to continue in service until defective.

DCI (JS) 14/86

☆ Chiefs

NAMES are announced of the results of the 1985 selection boards for chief petty officer / chief medical technician and chief communications technician.

The selections are intended to meet the expected vacancies arising in the promotion year starting January 1, 1986.

Should there be a shortfall, this will be met by bringing forward in May, 1986, the reserve selections.

All the successful candidates will be promoted by December 31, 1986.

DCI (RN) 21/86

☆ Field gun

VOLUNTEERS are invited for the 1986 Field Gun Competition taking place at the Royal Tournament from Wednesday, July 9 to Saturday, July 26.

Ratings serving sea (home) or shore service (except new entry training) may apply for duty with the staff or crew of their choice.

Training with field gun equipment may not start before April 28, 1986.

DCI (RN) 25/86

MORE DCIs

☆ Boarding

FAMILIES considering boarding school education for sons or daughters may like to get details of Christ's Hospital, Horsham, which is now co-educational for 620 boys and 200 girls.

Beginning with the entry of children in September 1986, eligibility for entry has been extended to include rating families as well as officers.

Parents' contribution to fees is according to an income scale.

The address for further information is: The Clerk, Christ's Hospital, 26 Great Tower Street, London EC3R 5AL.

(Announcement date Jan. 31, 1986).

☆ Bird contest

WHO likes taking pictures of birds (the kind that fly)?

An annual prize for bird photography is being offered by the RN Birdwatching Society. It will consist of an engraved tankard and a year's free membership of the society. The runner-up will be offered a year's membership.

The contest, to be known as the Sea Swallow Photographic Competition, derives its name from the society's emblem, which is a sea swallow (or Arctic tern).

Subjects may be any seabird or any landbird photographed on board a ship. Entries can be black and white and colour prints (negatives to be forwarded with the entry) or colour slides. Both photographic quality and ornithological interest will be taken into account. Judges will include the Fleet Photographic Officer.

Entries close on September 30 each year, and may be submitted at any time. They should be forwarded to: The Chairman, RN Birdwatching Society, Dene Cottage, West Harting, Petersfield, Hants, GU31 5PA.

On course for improvement

IMPROVED training is promised by the introduction of a maintainers electronics course for petty officer marine engineering mechanics (L).

The course, of five weeks duration, will begin with the spring term 1986 at HMS Collingwood.

The aim is to supplement the electronics training given during the LMEM(L) qualifying course to enable a petty officer to undertake pre-joining training with confidence, and thereby afford a greater measure of support to the propulsion MEA(EL) in modern ships.

In the event of failure on course a POMEM(L) will still be required to take up a draft, accepting that the field of employment will be restricted.

Failure will not carry a penalty to the candidate, and it will not preclude him from a subsequent nomination for the course, unless a specific statement to the contrary is forwarded to HMS Centurion by the commanding officer.

DCI (RN) 13/86

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PEOPLE in the NEWS



Lieut. Peter Eldridge and the Central Flying School Trophy.

Dark blue pilots in limelight

LIEUT. **Peter Eldridge** certainly made his mark at RAF Scampton, Lincs, when he attended the Central Flying School to do a flying instructors' course on the Bulldog aircraft.

Peter practically scooped the pool when the course awards were presented by Air Chief Marshal Sir **Thomas Kennedy.**

He finished as top student, winning the Ground School Trophy; the Bulldog Trophy for the best Bulldog instructor pilot; the Bulldog Cup for the best low-level aerobatics pilot; and the Central Flying School Trophy for the best student overall on all courses.

RAF TOPCLIFFE

Peter is now instructing at the RN Elementary Flying Training School at RAF Topcliffe, Yorks.

Another prize-winner was Lieut. **David Sigournay** who did an instructors' course on Hawks. He won the Hawk Trophy for the best instructor pilot on that aircraft and the Folland Trophy for the best low-level aerobatics pilot on the Hawk.

David is now instructing at RAF Valley, North Wales.



DAVID SIGOURNAY

Going Dutch

Chaplain of the Fleet the Ven. **Noel Jones** met chaplains of the Royal Netherlands Navy during a two-day visit to Holland to exchange ideas about the work of the chaplaincies in the two navies.



Buffer waives the rules

WHY, you may be asking yourself, is CPOGI Buck Taylor, buffer of Navy Point Camp in the Falkland Islands, floundering around with a mop on his head? There is a perfectly simple explanation — each team entering the annual Stanley raft race must have one female member. As there are no women serving in Navy Point Camp, Buck did his best to fill the role.

Also on board were POSA Jan Court, Sgt Paul Fletcher RM, CPO Ken Welbon, LSA Ritchie Southcombe and PO Peggy Neal. Although they did not win the race, their enthusiasm ensured that none of the other 20 rafts ventured anywhere near them!



War chiefs captured on canvas in Warrior

A LIFE-SIZE portrait of the Prime Minister and her Service advisers at the time of the Falklands war was unveiled by Admiral of the Fleet Sir John Fieldhouse, Chief of the Defence Staff, at the Northwood headquarters of the Commander-in-Chief Fleet on January 27.

The 10ft. by 6ft. 6in. painting by international artist Brenda Bury shows Mrs Thatcher at a briefing in HMS Warrior, from where the 1982 campaign was directed.

With her in the painting are Admiral Fieldhouse, who was Commander-in-Chief Fleet at the time; the Chief of Staff, Vice-Admiral David Hallifax; the Flag Officer Submarines, Rear-Admiral Peter Herbert; the Air Officer Commanding, Air Marshal Sir John Curtiss; the Commander Land Forces, Maj.-Gen. Jeremy Moore; and Lieut.-Gen. Sir Richard Trant, who acted as Land Deputy at Northwood after Gen. Moore's departure for the South Atlantic.

The idea for the painting originated two years previously with Capt. Christopher Chamberlen, whose daughters sat for Miss Bury when he was serving on the staff of the Supreme Allied Commander Atlantic in the United States. He is now the Queen's Harbourmaster in Portsmouth.

Degree of success

Lieut.-Cdr. **Chris Jarvis,** who left the Navy in November, has received his law degree from Princess Anne, Chancellor of London University, at the Albert Hall. His last appointment in a naval career spanning 26 years was with the Planning Staff at Mount Wise, Plymouth.

He is now working for a firm of solicitors in St Budeaux.

A piece of cake

FERRANTI engineers presented Lieut.-Cdr. **Brian Shooter,** HMS Cambridge Projects Officer, with a 50th birthday cake shaped like a basic fire control trainer, on the same day that the first of three BFCT containers arrived at Wembury Point by road.

Brian has been involved since 1983 in the project that continues the modernisation of Cambridge to digital gunnery training equipment.

How to Jack up your car!

IF YOU ever need to get two new motor cars into the London Underground, you could always ask the Royal Navy to provide some field gunners to help. The two Fleet Air Arm teams did just that on January 15 when they carried a couple of Vauxhall Belmonts from Oxford Street into the Bond Street station booking office.

Reason for this slightly eccentric behaviour was to help in the launch of the new Vauxhalls and to signal the start of the gunners' intensive training season for this year's Royal Tournament.

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PEOPLE in the NEWS

Flying Doctor wears a brass hat

SURGEON CDR. **Elizabeth Hodges** is truly a flying doctor. To her many other qualifications she has added that of pilot after completing a seven-week Bulldog flying course at RAF Linton-on-Ouse, North Yorkshire.





Learning to fly a Bulldog at RAF Linton-on-Ouse and wearing the insignia of her new rank (above left) is Surgeon Cdr. Hodges.

She was the first woman in the Royal Navy to be granted a Full Career Commission and has recently become the first lady doctor to be promoted acting commander — an event which caused some anxiety on the uniform front.

There was no "brass hat" in existence to go with her promotion, so one had to be designed and made before she took up her appointment as Medical Officer-in-Charge of the Central Air Medical Board and the Air Medical School at Seafield Park.

Surgeon Cdr. Hodges has specialised in aviation medicine, and decided to learn to fly so that she could experience for herself some of the strains and stresses to which aircrew are subjected.

Not that she was unfamiliar with life in the air, having logged around 100 hours in all Royal Navy aircraft except the Sea Harrier. Many of those hours have been spent on duty in Search and Rescue helicopters operating from HMS Daedalus.

The daughter of a now retired GP, Surgeon Cdr. Hodges joined the Navy in 1978 after qualifying from Cambridge University and the London Hospital. Her interest in aviation medicine began during her first appointment at RN air station Yeovilton.



Geoffrey (above) and Helen (below) Davies achieved a family double at BRNC Dartmouth on December 19 when they graduated at the same passing out parade. The brother and sister joined the college on the same day in May last year.

Geoffrey, a graduate in geography at St Cuthbert's University of Durham, joins HMS Hecate for three months while Helen has started a Junior Supply Officers Course.



Mercury's 'Busmen'

A team of chief communications yeoman from HMS Mercury gave an excellent account of themselves in Granada Television's "Busman's Holiday" quiz show, winning their first round match before being narrowly eliminated on their second appearance on February 25.

CCYs **David Nuttall, David Turner** and **Mike Glendinning** romped home on February 18 against a team of educational psychologists and a team of librarians. Their prize was a four-day visit to Copenhagen as guests of the Royal Dutch Navy.

On their second appearance they were beaten into second place by three mining surveyors. David Turner is still in HMS Mercury, David Nuttall is now in HMS Glamorgan, and Mike is on the staff of HMS Flying Fox, Bristol Division RNR.



Mercury's "Busmen" are (from left to right) Mike Glendinning, David Nuttall and David Turner.

Little Ships salute Yacht

BROADCASTER Raymond Baxter, honorary admiral of the Association of Dunkirk Little Ships, asked CINCFLEET to send the Flag Officer Royal Yachts, Rear-Admiral John Garnier, the following signal:

"Dunkirk Little Ships salute your Balsac repeat of their Dynamo. Rule Britannia." (Balsac was the codename for the Aden evacuation).

Rear-Admiral Garnier replied: "Please pass grateful thanks to Raymond Baxter for his kind message which has been very much appreciated by all RN/RFA personnel off Aden."



Dave Price (left), Second Officer Chris Poulter and Ray Thatcher make the final cut on the main patching panel at Commcen Fort Southwick.
Picture: PO(Phot) Mick Mac McBarron.



BRIAN PURNELL

Patching up the patching

CIVILIANS Dave Price and Ray Thatcher couldn't afford to get their wires crossed when they replaced the main patching panel in the Communications Centre at Fort Southwick.

They made over 15,000 connections to complete more than 170 circuits, a task which took them nearly 1,000 man hours.

But Dave and Ray completed the project with a minimum of disruption to the Commcen, which handles all the signal traffic in and out of Commander-in-Chief Naval Home Command's hill-top headquarters overlooking Portsmouth.

Final cut was ceremoniously carried out by Second Officer Chris Poulter.

Dave and Ray are on the staff of the Base Services Manager, Portsmouth.

Brian joins the HCIMA

Lieut.-Cdr. **Brian Purnell's** professionalism in the field of catering and catering management has been recognised by the Hotel, Catering and Institutional Management Association (HCIMA) by the award of a certificate of membership.

Brian works in the Ministry of Defence as the Royal Navy's adviser on ship galley design and catering equipment. He joined the Navy as a cook in 1959 and was commissioned in 1975.

A Home from Home for Sailors . . . at Aggies



When Aggie Weston founded her Rests over 100 years ago she saw the need for a "Home from Home" where sailors would find a welcome and companionship. The Rests have changed over the years but these principles still hold good. Come and see us. You won't find any beer but you will find something that will more than make up for that. Further information can be obtained from the General Secretary, 2A South Street, Gosport, Hants PO12 1ES.

Royal Sailors' Rests

PORTSMOUTH - Camden Rest, Queen Street · DEVONPORT - Albert Road
FASLANE - Gullybridge House · ROSYTH - Rosyth Rest, Ferry Toll Road,
GOSPORT - Rowner Rest, Grange Lane · YEOVILTON - The Cottage, Ilchester
PLYMOUTH - St. Budeaux Rest, Poole Park Rd., St. Budeaux, *(Families only)*



Smiles

"Somebody stripped our boat while we were tied up over there!"

NEWSVIEW

The case for charity to begin at home

MARVELLOUSLY generous at helping "outside" good causes of every kind, sailors — it is sometimes claimed — are not always so quick off the mark at aiding their own charities. Is there not a strong case for charity beginning at home?

However, in this edition we report two shining examples where mighty efforts are now under way to help former shipmates who were involved in tragic accidents. Many people are pleased to be able to take part in cash raising activities which, apart from the financial objective, provide the chance to express those genuine feelings of comradeship which in the Service can run so deep.

In the case of ex-CPO Snowy Clingham, paralysed from the waist down in an accident at Portsmouth naval base in 1983, several groups who have learnt of his predicament are taking part in events to raise cash towards special equipment.

Similarly, in the case of AB Paul Shorten, paralysed from the waist down in an accident last year, a series of events by different groups has been held to raise money towards work to adapt his home.

All will wish the efforts involved every possible success.

National campaign

Without commenting on these as individual cases, by coincidence we report them at a time which has just seen the launch of a national campaign on the implications of Section Ten of the 1947 Crown Proceedings Act.

This promises to present a forcibly-argued case in Parliament and elsewhere maintaining there is an injustice in that Service personnel cannot sue for compensation in negligence cases because of Crown immunity. In this, it is claimed they find themselves at disadvantage compared with other groups.

The campaigners say that what they are talking about are not war risks — accepted as part of the Serviceman's lot — but of how in some peacetime accident circumstances, during training for instance, substantial sums of compensation which are a possibility for civilians are denied the Serviceman.

The campaign will perhaps bring to the attention of Service personnel something to which they had previously given little thought. They will be interested in what is said on all sides as they note any progress it makes.

Navy heads teamwork in Portland fireship emergency

'Combined ops' win battle of Ebn Magid

MORE THAN 100 Navy firefighters and salvage specialists were in the forefront of a marathon operation to tackle a blaze on board a Libyan freighter and to protect Portland Harbour from serious pollution.

The fire on board the 7,000-ton Ebn Magid raged for days and was only brought under control when she was beached and progressively flooded. On February 10 — two weeks after the fire had started — the vessel was refloated, moored to a Navy buoy, and handed back to her master.

Dorset Fire Service bore the brunt of the hazardous and difficult firefighting operation and members of the brigade were remaining on board to ensure that there was no re-ignition. It was thought likely that the ship would be towed away, although her destination was still being negotiated as Navy News went to press.

At one time during the emergency, the Magid was ablaze almost from stem to stern while Royal Maritime Auxiliary vessels alongside her were used as platforms for the civilian and Navy firefighters.

The operation, under the overall control of the Chief Admiralty Salvage Officer, involved fire control teams from HMS Osprey and Royal Navy vessels including HM ships Alacrity, Argonaut, Edinburgh, Euryalus and Galatea.

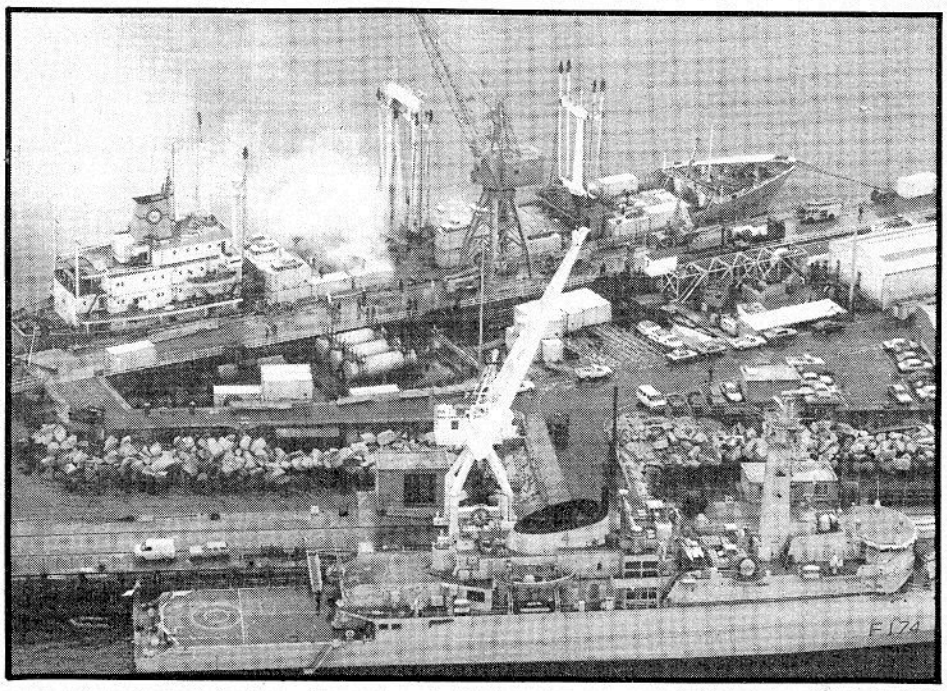
Chemicals

Thermal imaging cameras — which can detect the seat of a fire — were contributed by Osprey and by some of the ships' teams and proved invaluable during the operation.

First phase of the emergency began on January 28 when the freighter sent out a distress signal while 21 miles south-west of Portland. Fire had broken out in a cargo of animal feed cake in one of her holds amidships. She was also carrying several thousand gallons of chemicals — ethanol and butanol — as well as vehicles and 13-ton containers on her upper deck.

The stretched Type 42 destroyer HMS Manchester and the German frigate Niedersachsen, working-up off Portland, escorted the Magid to an anchorage in the harbour.

After expert assessment, the Magid was brought alongside the naval base to enable Dorset Fire Service to tackle the flames. Civilian emplyees of the base, backed up by naval personnel, worked all that night and throughout the following day to unload cargo — including drums of chemicals.



Civilian and naval fire teams battle to control the blaze on board the Libyan freighter Ebn Magid alongside Portland naval base. Meanwhile, dockside cranes lift cargo from the ship's upper deck. In the foreground is HMS Alacrity which contributed to the Navy firefighting teams.

The Fire Brigade and naval fire teams worked in relays in dense smoke and intense heat to contain the blaze, which nevertheless worsened on the evening of January 29 after an explosion in one of the holds.

Diving team

By the following morning the fire had flared out of control and the vessel was moved away from the base by RMAS tugs, and beached half a mile from the Causeway.

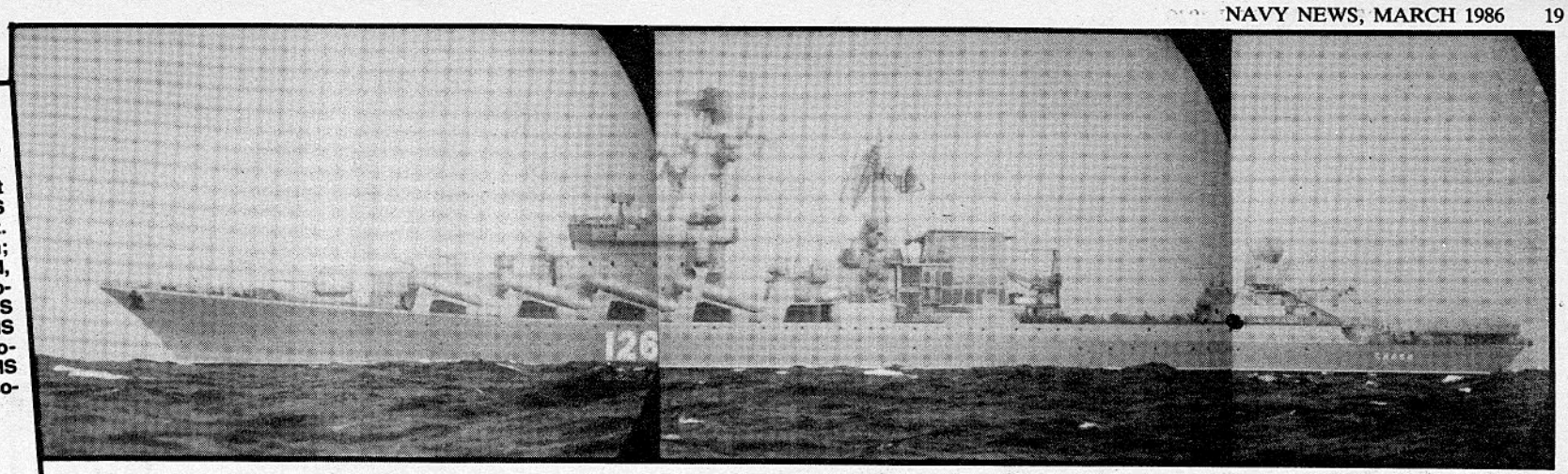
Firefighting continued with teams operating from the RMAS tug Rollicker and the salvage vessel Kinbrace under the direction of Admiralty salvage officers. Control was regained by late afternoon after the holds had been flooded.

The Dog-class RMAS tugs Basset, Sheepdog and Alsatian were also involved in the operation, as was the RMAS Port Diving Unit which checked for damage to the Magid's hull after she had been beached.

Great care had to be taken during the operation to flood the holds. Too much water would have led to the break-up of the beached freighter, so water was let into one hold, then pumped out into the next, and so on.

The salvage teams also had to ensure that no pullution occurred within the harbour whose vulnerable areas include a salmon fishery and coastal leisure resources. Close contact was maintained throughout the emergency with concerned organisations, including the Wessex Water Authority and the Ministry of Agriculture, Fisheries and Food.

"It was a superb combined operation, hallmarked by the high degree of liaison and co-operation between the Service and other agencies involved," said a Royal Navy spokesman.



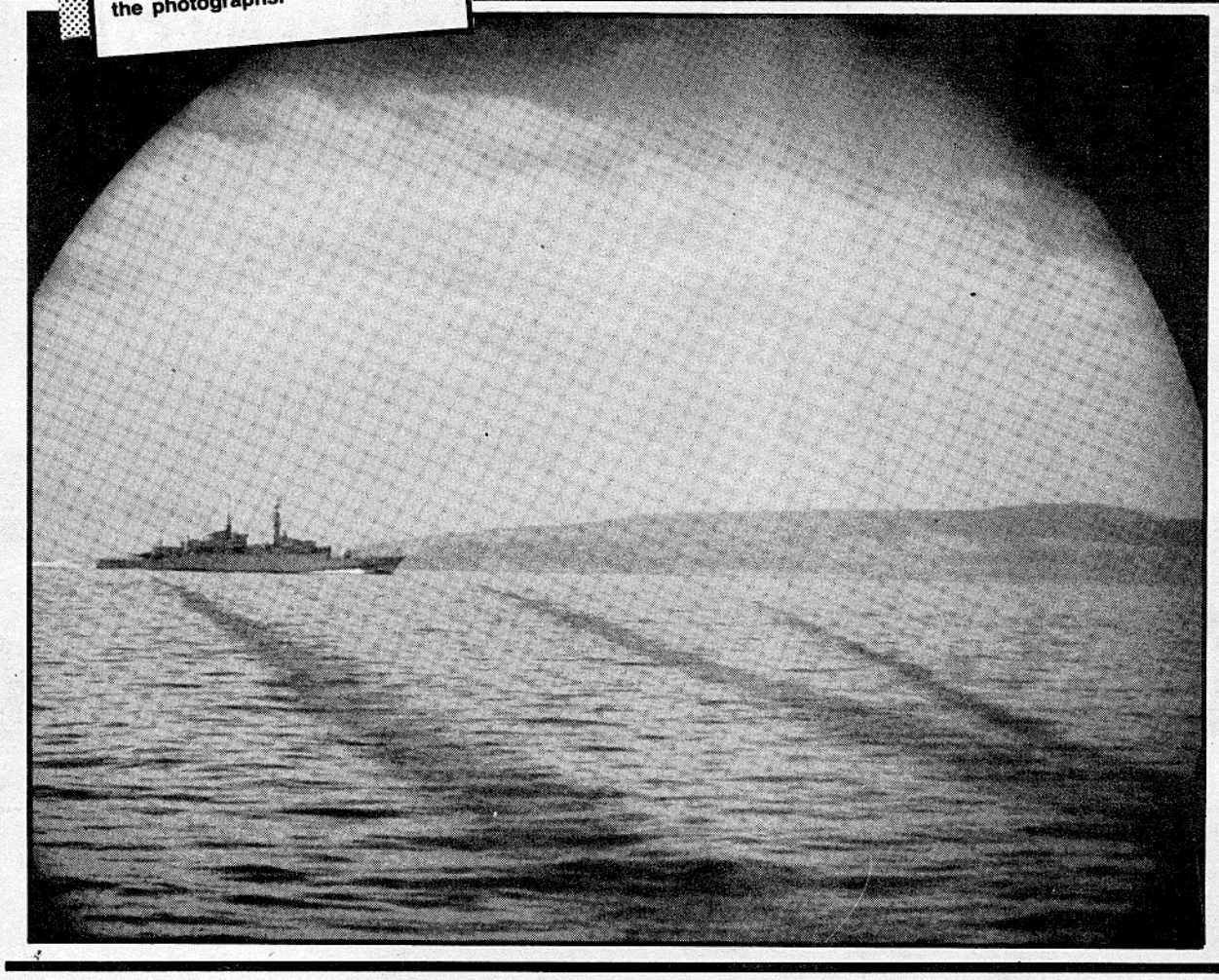
Barr and Stroud Trophy, 1985 — 1, HMS Valiant (18 points); 2, HMS Splendid (16).

Individual Classes: Single shot — 1, HMS Splendid; 2, HMS Oracle; Commended, HMS Valiant. Stereo pairs — 1, HMS Opossum; 2, HMS Swiftsure; Commended, HMS Ocelot. Stereo sweep panorama — 1, HMS Valiant; 2, HMS Opportune; Commended — HMS Revenge (Port). General photography — 1, HMS Valiant; 2, HMS Onyx; Commended — HMS Resolution (Port).

Right — A fine line-overlap picture of the Russian cruiser Slava, photographed by a RN nuclear powered Fleet submarine.

Below — HMS Active on the receiving end of a practice torpedo attack off the Isle of Arran. HM submarine Oracle took the photographs.

Secret world of the Periphot



ON DECEMBER 13, 1915, HM Submarine E11 raised her periscope above the swift-moving waters of the Bosphorus and took a photograph of Constantinople Harbour.

It was murky and slightly off-centre — but accurate enough to show the main features of the enemy Turk's defences. And from this, probably the first operational periscope picture, there evolved the wide range of photographic techniques practised by the Royal Navy Submarine Service today.

Periscope photography has a number of applications. It is a useful aid to navigation and has been employed to great effect for propaganda purposes during both World Wars. But it is the operational role in reconnaissance and intelligence gathering that takes priority in the annual Periscope photography competition, the results of which were recently announced.

The coveted Barr and Stroud Trophy for the best overall performance was won by HMS Valiant, a nuclear powered Fleet submarine based at Faslane on the Clyde.

Periscope photographs aren't perfect — Patrick Lichfield probably wouldn't think much of them, anyway. It is difficult to overcome the problems of filtering an image through 30ft. of steel tube crammed with lenses and prisms, with the viewing optic buffeted by the waves a few inches above the surface . . .

On the other hand, the cameraman down below is not interested in pretty pictures. He wants information — and he would rather his enemies did not know he was getting it. For periscope pictures to be any use, they must be taken in secret.

Each of the Royal Navy's submarines in service has a photographic officer and at least one assistant.

First of the competition's categories is the single shot. All the pictures are taken on high power magnification of 6X or 7X — or the equivalent of a telephoto lens.

For "stereo pairs" two shots of the target are taken from different positions and when viewed through stereo glasses give a 3D effect which picks out far more detail than a normal, two-dimensional shot.

An extension of this is the "stereo sweep panorama." The periscope is swung through an arc and 14 pictures are snapped off in succession, later to be overlapped and joined together. The captain of the submarine will not want to expose his periscope for too long and the sweep should take less than a minute.

Commando

This technique is used for photographing coastlines — and obviously the stereo effect is useful when planning commando-style landings. But to obtain this he will have to go through the whole process again.

On a smaller scale, line-overlap pictures can be taken on the move to get a close-up view of an enemy ship.

Some of the results of the competition are classified. Those that are released for publication still reflect the continued improvement of the art of periscope photography — 70 years on from that first effort by E11.

ALGIERS HONOURS ARROW GRAVES

HMS ARROW'S ship's company paid tribute at the graves of old Arrows during a diplomatic and sales visit to Algiers.

They laid wreaths and said prayers at the graves of nine members of the previous HMS Arrow, killed when their ship was badly damaged as a cargo ship she was assisting exploded alongside her in Algiers harbour during the Second World War.

The graves in the Dely I Brahim and El Alia cemeteries are kept immaculately by Algerian gardeners. The lush grass of the cemeteries is a sight to behold in a barren land.

Survivors or relatives who would like further information or photographs of the graves in Algiers should write to the PRO, HMS Arrow, BFPO Ships.

Illustrious watchkeeper

THE January item about HMS Illustrious and her bosun, Lieut-Cdr. David Jeffree, should have explained that he has carried out 1,000 hours watchkeeping while on board the carrier during the last two years or so.

Picture: LA(Phot) Hashmukh Amliwala



AN AWARD in memory of the late Capt. Harry Megson, former commanding officer of HMS Daedalus, has been presented for the first time. POAEA J. M. Morgan-Hosey was the first recipient.

It will be awarded each year to the student showing most application and endeavour on the air engineering artificer qualifying course.

In our picture, Mrs. Marguerite Megson presents the award to PO Morgan-Hosey, who is accompanied by his wife. Mrs. Megson's son, Mr. Nigel Megson, and the present commanding officer of HMS Daedalus, Capt. Roger Moylan-Jones, were among those who attended the ceremony.

Capt. Megson joined Daedalus as a boy in 1946 and 37 years later returned to command the establishment after a career as an air engineering officer.

Harry Megson memorial

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GOING THR

Why subma are set such Awkward te

IF YOU'RE given a couple of hundred million pounds' worth after, such as a Royal Navy submarine, it is part of the Captain see that you know exactly what you're doing. Yet in the highly "Submarine," CSST did not get a mention — and was not part work has a world-wide reputation.

Submariners, perhaps more than any other seamen, need to be trained to an absolute peak of efficiency. In a submarine anyone can save — or sink — the boat and all her crew. You rely totally on the man standing next to you.

Today the safety standards and smooth operational capability of the Royal Navy Submarine Command are the envy of most of the world's submarine nations. But before CSST came into being in 1973 the clockwork was, well, a bit rusty in places.

In the late 1960s and early 1970s a number of niggling incidents occurred that added up to suggest that all was not well with the submarine work-up system. So CSST was set up as an organisation with its base at Faslane — and for a long time, perhaps inevitably, it was an unloved arm of the Service.

Catalyst

"It was a case of 'Here they come, sharp intake of breath, try to smile — here's CSST again'," recalls Lieut.-Cdr. Russ Cameron, currently Staff Supply Officer and responsible for safety harbour training. But in recent years there has been a big change in attitudes on both sides.

"We try to act as a catalyst, to give advice, to help. There are lots of ways of doing things and so long as they reach the same end — to achieve the standards the Flag Officer Submarines demands — we can afford to be flexible. And now the submarine commanding officers themselves are asking us to come along and give them a hand."

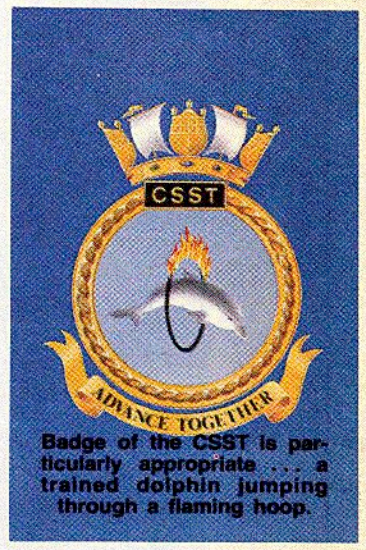
When a submarine emerges from a refit, or any extended period alongside, old habits have to be re-learned until they become second nature again. At sea, the qualified "rider" from CSST will take things easy at first, but by the end of a week's training he will be bowling half a dozen fast balls at a time. The captain in the control room will have to suffer a lot of friendly advice . . .

Disasters

"You've got too much periscope raised" . . . "Why is your wireless mast up?" . . . "Have you finished transmitting?" — and all the time he has to keep an eye on the operational side, the task which his submarine is supposed to be carrying out.

For exercise purposes all sorts of disasters and distractions have been simulated — and when you're worried about a hell-brew of hydraulic and high-pressure air bursts and assorted fires and floods it is all too easy to forget when the last navigational fix was made. The man from CSST has not forgotten, though . . .

"On Day One people come out of refit sounding like a stampeding herd of bison," said the staff executive officer.



Badge of the CSST is particularly appropriate . . . a trained dolphin jumping through a flaming hoop.

"For two years they've been used to clomping up and down ten flights of stairs in the refit yard and they do the same when they get to sea — that's what it's all about, getting people used to being back at sea again, thinking operationally and thinking safety."

Cavitation, the noise made by a boat's propeller's passage through the water, can be a problem at high speeds. And it should be second nature to ask permission to pump bilges — or you're going to give the Captain a nasty surprise if he happens to be looking through the periscope . . .

by Jim Allaway

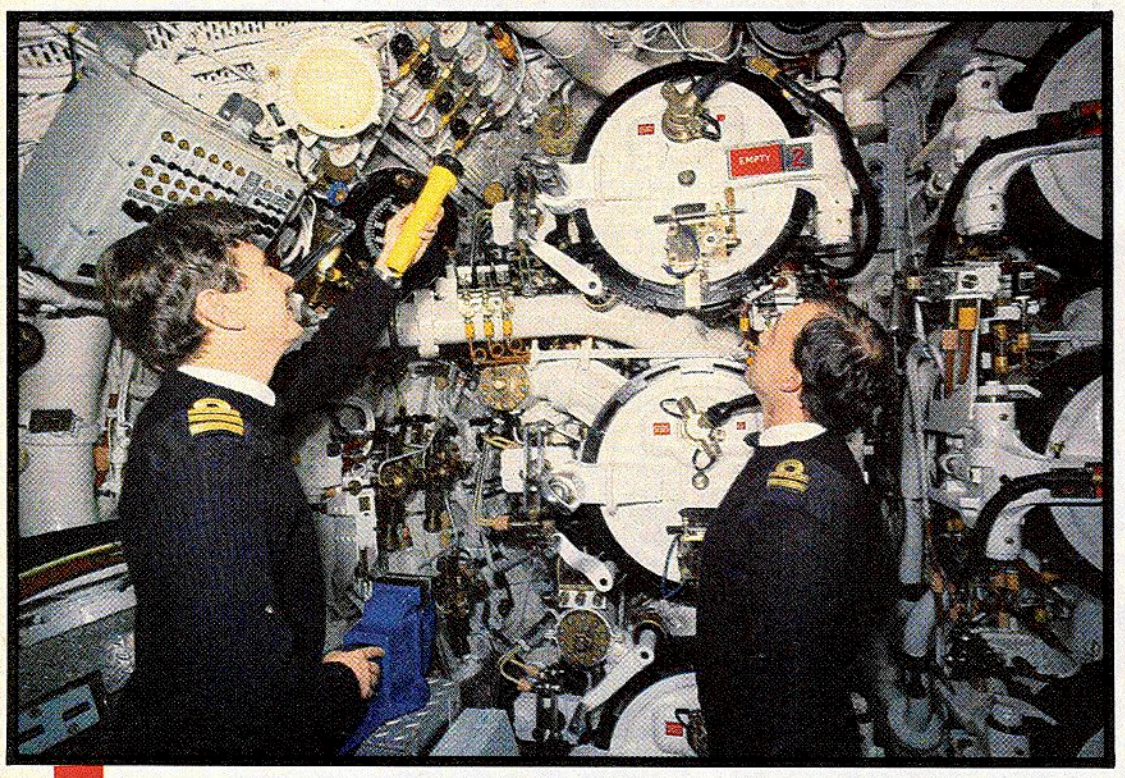
On the engineering side, things were obviously much easier in the pre-nuclear age. Now there is a widening range of submarine classes to get used to.

Cdr. Chris Hill, Commander Engineering, said: "Of necessity people will have to chop and change from one boat to another and the many different classes therefore produce a large self-training load, as we still have to keep up to a high absolute standard on the CSST staff."

When the sea time is added to the continual round of visits to dockyards and refit groups, most CSST people will spend as much and sometimes even more time away from home than the average submariner who is serving in a boat. It all amounts to a pretty stiff sentence of separation from home and hearth. Lt Paul Jupp, the DWEO, reckons he spends 21-22 days away each month.

CSST will also help sharpen up a ship's company that has become a bit rusty after a long maintenance period by assisting with Continuation Sea Training (COST).

This may be warfare or safety orientated and may be initiated at the request of submarine or squadron.



ABOVE: Out for a duck . . . The crew of the O-class diesel-powered submarine HMS Onslaught practise their man overboard, calm weather routine.

LEFT: Testing time for the Onslaught . . . Commander CSST, Cdr. Johnny Cooke, inspects the fore-ends of HMS Onslaught with the boat's first lieutenant, Lieut. David Vaughan.

BELOW: Small arms skill is essential to deter certain kinds of visitors.

Pictures by CPO(Phot) John Drew



ROUGH THE HOOP

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of Government property to look
Submarine Sea Training's task to
successful BBC Television series
ticularly surprised. Even so, their

Special work-ups may also be carried out for individual operations or for extreme conditions, such as operating in the tropics or in polar regions.

Commander CSST, Cdr. Jonathan Cooke, likes to think they deliver a good product: "To achieve this we must do a major part of the work-up in deep water and this inevitably involves spending considerable periods continuously on board.

"Because we're going out into the areas where submarines might be operating for real — and it takes a day's passage to get into deep water from Faslane — our standard period at sea is ten days, which is completely different from the type of training given by FOST to surface ships.

"Living for that amount of time on a ship — and a pretty confined one at that — means you really get to know how everyone's getting along."

The CSST staff also require crews to undergo tests of their alertness — simulated intruder attacks on berthed or moored submarines which are known under the collective term of "Exercise Awkward."

Other problems which are dreamed up include those which are not normally faced by a submarine crew, but which could crop up . . .

Hurricane

"For one submarine we started off with a disaster exercise," said CSST's Coxswain, CPO Robert Fulton. "We sent a signal saying this island had been struck by a hurricane and the place was devastated and then we put a few lads in a boat and landed them in a wooded area near here and told them to get on with it.

"There were a dozen casualties strewn about and they had to treat them, feed them and build a dining hall, latrines and a galley out of dustbins and bits of planks, metal and bricks.

"Don't laugh — it sounds a bit like Boy Scouts but hurricanes do happen and if the Royal Navy is at hand we pitch in and help — and the Royal Navy might well be a submarine."

Medical care

Real household-type accidents on board are surprisingly rare. There are a few medical problems to watch out for in submarines and CSST's own qualified staff have an important role in monitoring and keeping them under control.

Polaris submarines carry a doctor on each patrol and so do nuclear-powered fleet submarines on an extended cruise — but normally there is only one senior and one junior rating in the medical team and these also have watchkeeping duties.

"We constantly monitor radiation levels and this is very tedious because nothing is ever registered — the reactor shielding is very effective," says WO Bob Evans.

"But we also have to keep an eye on the atmosphere at set periods during the day to make sure there's plenty of oxygen and no build-up of carbon monoxide or carbon dioxide.

"There are a lot of toxic materials we are not allowed to carry — and nothing in aerosol cans because normally the propellant is a Freon gas. Although that in itself is not dangerous, if it passes over a hot piece of machinery it can break down into some rather nasty by-products.

"Aftershave is not allowed either — it's alcohol based and the vapour can also break down and cause trouble. In a surface ship it wouldn't matter but we have a closed environment and even small amounts can build up to unacceptable levels."

Hygiene in a submarine might have seemed a laughable idea a few years ago when it was a case of "diesel with everything." The advent of the nuclear submarine with its unlimited supplies of fresh water changed all that.

In fact, submariners probably enjoy as good a standard of health as their surface Navy counterparts up in the fresh air — hard though it is to believe. Standards of admission are stricter for the Submarine Service and anyone who falls below par is liable to be discharged from submarines as medically unfit.

It is not only stamina that is required of CSST staff, however. All of them tend to be the best there is in their chosen areas of specialisation and this level of expertise has probably done more than anything else to earn the outfit its world-wide reputation.

One or two other submarine nations have now actually modelled their own training on ours. In the time of the current CSST, Capt. Mike Boyce, that training has finally become totally sea-orientated.

"This includes our responsibility for the Submarine Command courses — a part of which is known as the Perisher — and also for all weapon system certifications, an annual requirement for every submarine to ensure that it is competent in the use of its weapon systems."

In all areas the workload piles on — but nowhere more relentlessly than at the "sharp end" of CSST's operations. They have to keep a close eye on weapon handling these days — potentially a weak area since the abolition of the Torpedo Instructors as a specialisation a few years ago.

In the warfare section the schedule is so hectic that the team rarely meet as a group. Lieut.-Cdr. Tim McClement's staff tend to spend much of their time at sea putting a submarine through every single operation and exercise it is liable to be assigned.

A typical scenario for a nuke involves the boat in fighting its way out of the Clyde against air and surface competition; intercepting, trailing and attacking an "Orange" submarine in deep water; and then fighting its way back into confined waters under continuing attack from helicopters, maritime patrol aircraft and frigates.

"Successful" enemy attacks are followed by action damage drills, laid on with smoke generators and thunderflashes for realism, in which the submarine must continue to fight while various systems are deemed to be out of action.

At the end of the testing, all-skills exam, both CSST staff and ship's company are exhausted — but satisfied in the knowledge that another boat is fully operational and ready for any task that might be given her.





ABOVE: Night drama as CSST stages a major harbour fire exercise at Faslane. High density foam is used to combat the submarine's deadliest enemy; jets of water could upset the boat's delicate trim with undesirable results.

LEFT: Whether fathoms deep or high and dry, submariners must be ready for anything. Here, during a relief exercise, they are required to build cooking facilities out of old dustbins on an island in the Clyde estuary. The training could come in handy if their boat is called on to bring emergency relief to a community hit by some natural disaster such as a hurricane.

Rob flies a kite in play festival

AMONG the wide range of plays staged during March for the Royal Naval Theatre Festival is a "home-grown" work by Lieut. Rob Hayden of HMS Nelson.

Lieut. Hayden is author and director of "The Kite" for his establishment, following their success last year in winning the Nore Command Cup with another of his plays, "Interview Suspended."

He wrote his first full-length drama at the age of 18 and has been writing plays for the RN Theatre Festival since 1982. In that year his work "The Show," for HMS Raleigh, took the adjudicator's special award.

Obsession

"The Kite" is set in the mid-1950s and during the First World War, and deals with an old, blinded ex-soldier who is obsessed by his experiences as an observer in a manned box-kite in 1916.

Action switches between the two periods, and the 1916 scenes necessitate beams being constructed above the stage to support the kite.

The other 18 productions in this year's festival range from Enid Blyton to Christopher Marlowe. Two establishments — RNH Stonehouse and HMS Raleigh — compete in Region B with the same play, Arnold Ridley's vintage comedy "The Ghost Train."

Two productions deal with the subject of Joan of Arc — Shaw's "St Joan" staged by HMS Osprey and, from the other side of the Channel, Jean Anouilh's "The Lark" produced by HMS Collingwood.

One of the most ambitious offerings comes from HMS Drake who have chosen no fewer than four short plays.

Adjudicator for Region A is Anthony Crush, Deputy Director of the British Theatre Association; and for Region B, freelance director Ann Stutfield.

Full list of competing establishments, plays and adjudication performances:

Region A (Portsmouth): HMS Sultan — "Enter a Free Man" by Tom Stoppard (March 5). HMS Collingwood — "The Lark" by Jean Anouilh (March 6). CINCNAVHOME — "Hobson's Choice" by Harold Brighouse (March 9). HMS Mercury — "The Stone Guest" by Alexander Pushkin (March 11). HMS Dolphin — "Two and Two Make Sex" by Richard Harris and Leslie Darbon (March 12). HMS Daedalus — "Whose Life Is It Anyway?" by Brian Clarke (March 13). HMS Nelson — "The Kite" by Rob Hayden (March 14). HMS Warrior — "Alfie" by Bill Norton (March 17). HMS Centurion — "Outside Edge" by Richard Harris (March 18).

Region B (Plymouth, FONAC, Scotland): HMS Cochrane — "The Circus of Adventure" by Enid Blyton (March 6). HMS Neptune — "84, Charing Cross Road" by Helene Hanff (March 7). RNH Stonehouse — "The Ghost Train" by Arnold Ridley (March 10). HMS Drake — "The Monkey's Paw" by W. W. Jacobs, "The Wages of Sin" by Andrew Sachs, "The Cagebirds" by David Campton, and "The 15-Minute Hamlet" by Tom Stoppard (March 11). RNAS Yeovilton — "The Linden Tree" by J. B. Priestley (March 12). HMS Daedalus — "Whose Life Is It Anyway?" by Brian Clarke (March 13). RNAS Culdrose — "An Italian Straw Hat" by Eugene Labiche and Marc-Michel (March 17). RNEC Manadon — "The Tragical History of Doctor Faustus" by Christopher Marlowe (March 18). HMS Raleigh — "The Ghost Train" by Arnold Ridley (March 19). HMS Osprey — "St Joan" by G. B. Shaw (March 20).

China trip for Service extras

A GLIMPSE of how things used to be in China is shared by these three ratings dressed as 19th-Century Royal Marines — and by two women of the Chinese Red Army.

The rare encounter took place on the film set of "Tai Pan," part of which was shot at Zhuhai in the People's Republic of China, and just across the water from Hong Kong.

Producer Rafaella de Laurentiis asked for "extra" help from the British armed forces in the Crown Colony, with the result that nearly 100 off-duty Servicemen answered the call to play their counterparts of more than a century before.

Among the Navy men who took part were (from left in the picture) AB Peter Kiernan, POWTR Eddie Nottingham and LWTR Derek Bird.

NEGOTIATIONS

"Tai Pan" is set in the 1840s when Hong Kong first became British territory, and permission for the extras to enter China was granted after six months of delicate negotiations.

Casting of the volunteers took no account of Service differences: soldiers were dressed as sailors, sailors played soldiers, officers were reduced to the ranks, and privates and ratings suddenly became officers. But all played opposite such delightful stars as Janine Turner and Joan Chen.



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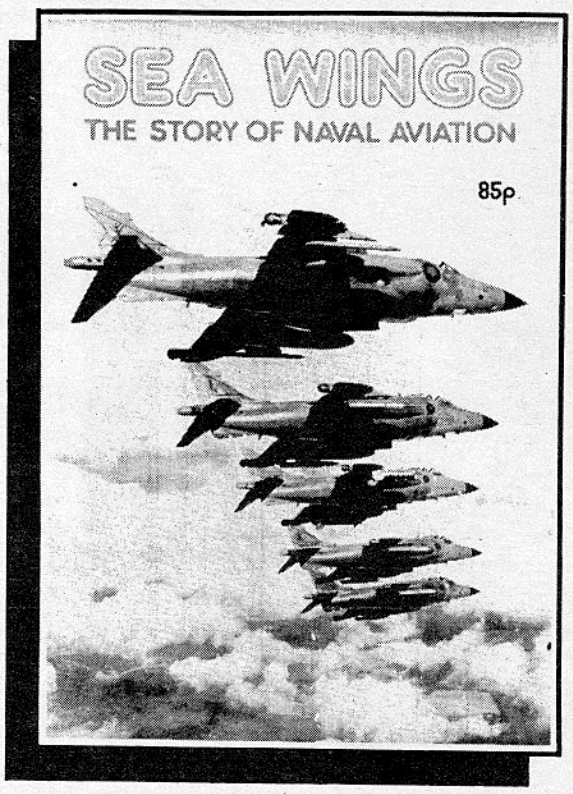
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River Kwai drawings go on show

DRAWINGS by a prisoner-of-war on the notorious Burma railway go on show at the Imperial War Museum on March 6.

The drawings, which constitute one of the most important and moving records of the Second World War, are by artist Ronald Searle, who was a young soldier when taken prisoner by the Japanese at the fall of Singapore in 1942.

Seventy of the 400 pictures that Mr Searle presented to the museum in 1984 will be on view in a major exhibition entitled "To The Kwai — and Back." The illustrations will also appear in a book of the same name, due to be published by the museum in association with Collins on March 3 (price £15).

FRANKY AND JENNY IN A BEAUTIFIED OLD HORROR

LIGHTNING flashes illuminate multi-coloured test tubes and retorts bubbling with mysterious concoctions . . . a hunchback winches a twitching body down from the rafters. Where else but Baron Frankenstein's laboratory?

The big switch in *The Bride* is that the usually disaster-prone Baron actually comes up with a successful end-product — no less a person than Jennifer Beals — looking gorgeous and a vast improvement on Boris Karloff lurching about with a bolt through his neck.

The film, one of seven released on 16mm by the RNFC this month, pulls off several more variations on the old theme.

The foremost modern horror merchant is probably Stephen King, and *Cat's Eye* contains three of his stories, all linked by a long-suffering puss; the first tale suggests a grim way to stop smoking, the second shows a sadistic gambler getting his comeuppance and the last has the cat doing battle with an evil troll that lives in a little girl's bedroom wall.

SHERIFF CLEESE

Fantasy of another kind in *Red Sonja*, starring A. Schwarzenegger back in Conan-land and Brigitte Nielsen whose chin must be the most assertive in movie history.

The Western continues to revive, and the long, character-packed *Silverada* is a brisk compendium of scenes and situations familiar from a thousand predecessors.

Actually, it doesn't have Indians attacking the wagon train, although John Cleese guest stars as a limey sheriff.

***The Holcroft Covenant* is a convoluted tale of double dealing, triple crossing and quadruple bluff, as various characters — including Michael Caine — vie for an old Nazi inheritance.**

Confusion of the comic kind is rife in *Desperately Seeking Susan*, which features a classic mistaken identity plot. The presence of a punkish-looking Madonna, heavily emphasised in the film's advertising, may have misled some audiences (in fact, it made millions), but the picture is actually as solid and traditional as a vintage Judy Holliday farce.

SCREEN SCENE by Bob Baker

Going on past reactions, Woody Allen divides audiences down the middle. Both philes and phobes should mind out for *Purple Rose of Cairo* because, although Woody doesn't act in the film, he did write and direct it — and his style is unmistakeable.

"Listen, I'm deep and probably complicated," says the insecure young man trying to impress his girl. If that line tickles you, the film will undoubtedly do likewise.

STRONG STUFF

Allen is up for an Oscar for "Purple Rose," while last year's big winner *Amadeus* is now released on video. The film is deep and probably complicated, and anyone averse to Mozart should be aware that the film gets through an awful lot of his music. But the central dramatic conflict is strong stuff.

Apart from Mozart, the RNFC also has the Muppets. Presently having a revival on television, their last big screen feature was *The Muppets Take Manhattan*, which is now out on tape. This one finally sees frog and pig united in matrimony.

NEW PERSPECTIVE ON THE SAS

TO MANY minds there is, perhaps, something a little uncomfortable about the creation and employment of such titanium-hard warriors as those in the SAS.

The soldiers of the Special Air Service are trained to use all the nasty methods at hand to quickly and effectively seal the fate of those who have even nastier intentions towards Britain and its citizens.

That at least may be the popular conception, and elicits opinions which span the gamut of responses from hero worship at one end of the scale to condemnation at the other.

Necessary secrecy that surrounds the force tends to feed the misconceptions, among the most prevalent of which seems to be that the SAS *must* have something to do with every counter-terrorist operation from South Armagh to Cyprus.

The truth of the matter, or at least as much as can be told, is presented in ***SAS Operations,*** a history of the Regiment by James D. Ladd.

Within its pages the reader will find precious little speculation, the author dismissing such guess-work as foolish and prone to inaccuracy. Yet the volume provides a fascinating insight into this most shrouded of Britain's military elites.

While only dedicating a few pages to the Iranian Embassy siege, and a short chapter to the Falklands War, the author strips away the Balaclavas to bring us an image of the SAS man which has more perspective than that view of a cold hunter-killer which has sometimes dominated perceptions of the Regiment.

"In matters of life and death," he writes," the SAS is the only Regiment in history which can claim with justifiable pride to have saved or delivered into the world more babies than the number of enemies it has killed, for the medical services it has provided in remote regions of the world far outweigh the extent of its lethal firepower."

"SAS Operations" is published by Robert Hale, price £12.95.

Titanic fight for survival

A VIVID, first-hand account of the Titanic has been re-published more than 80 years after it first appeared.

Titanic — A Survivor's Story is regarded as the most detailed and accurate contemporary narrative of that night to remember. Its author, Col. Archibald Gracie, was actually dragged under water as the liner sank and only through a superhumnan effort managed to swim to the surface.

However, he never fully recovered from his ordeal and died in December 1912, after struggling to complete his story which appeared in the following year.

"Titanic — A Survivor's Story" is published in paperback by Alan Sutton of Gloucester and NC Press Ltd of Toronto (price £6.95).

Standard history

COLOURFUL history of ***Flags at Sea*** is given an authoritative airing in a softback book of that title by Timothy Wilson.

The work contains much material which has not previously been published and provides a detailed guide to a complex subject.

"Flags at Sea" is published by HMSO for the National Maritime Museum, price £7.95.

Blitz on Britain's wartime morale

IN THE dark spring of 1941, the people of Plymouth laid claim to one of the grimmest distinctions of the Second World War. Their city was, they said, the most blitzed in Britain.

At that time it was a claim which was hard to refute. The naval port had come under sustained attack, the city had been razed, thousands were dead or injured, and half the population had fallen victim to the bombs or had fled.

Plymouth's agony is among the stories of destruction starkly and vividly re-told in ***Britain Under Fire — The Bombing of Britain's Cities, 1940-45.***

Contrary to our collective memory of the Blitz, author Charles Whiting points to evidence — suppressed until long after the war — that the attacks on our cities did succeed in severely damaging civilian morale.

Looting

In Plymouth, for instance, people felt bitter and dispirited, writes Mr Whiting. Looting became widespread and vandalism was prevalent (one newspaper reported that a school had been wrecked — not by bombs but by children).

Among the official reports of the Government agency entitled "Mass Observation" were these disturbing conclusions:

"The civil and domestic devastation in Plymouth exceeds anything we have seen elsewhere . . . We had a vivid impression of lack of direction in the blitzed areas, of absence of planning, of confusion of responsibility and problems. Actual and potential dangers of morale are unrealised, far less dealt with . . ."

Not surprisingly that report and others like it were secreted away in the vaults of Whitehall. Churchill, when he visited the city wept at seeing the devastation; and although he knew the truth, writes Mr Whiting, he told the citizens: "Your homes are low but your spirits are high."

Desperation

Similar damage to morale was experienced elsewhere — including Portsmouth where Mass Observation found that "looting and wanton destruction have reached alarming proportions . . . This seems another illustration of the lack of community spirit. The effect on morale is bad and there is a general feeling of desperation."

However, it was there that the only Victoria Cross of the Blitz was won when LS Jack Mantle, manning a pom-pom in HMS Foylebank, kept on firing during a Stuka attack on the port, although seriously wounded. "He fell by the gun he so valiantly served," read the citation.

'We won'

Dispirited or not, the civilians came through. One survivor who lost her father in the First World War and her brother in the Second, is quoted by Mr Whiting as saying: "We won the war, in a way, on the Home Front. The men in the Army said they were glad to escape to camp. We won, we civvies, because we stuck together and stuck it out."

"Britain Under Fire" is published by Century, price £12.95.



Wings over water

PROBLEMS encountered in alighting from a Walrus seaplane are demonstrated graphically in this scene captured at RN air station Sandbanks, Poole, in May 1942.

It is among 120 black and white photographs in the newsprint magazine *Sea Wings* which celebrates almost 80 years of Royal Naval flying.

Produced by the Special Publications Department of The News Centre, Portsmouth, the 32-page issue has eight pages of colour and a wealth of information.

It includes the recollections of such men as former Fleet Air Arm officer Lieut. Bruce McFarlane, who in 1954 earned the unwanted distinction of becoming the first man to eject from an aircraft while under water; and of Capt. George Baldwin RN who made his first deck landing in a Gloster Sea Gladiator biplane — and his last Service flight in a supersonic Phantom strike aircaft.

"Sea Wings" is available from newsagents at 85p.

BOOKS IN BRIEF

British Ocean Liners — A twilight era, 1960-85 by William Miller, published by Patrick Stephens, price £12.95. Only 25 years ago Britain's liner fleet was the largest in the world. Now, only a dozen or so of the 160 ships listed in this volume sail under the Red Ensign. Mr Miller's work is a sad, affectionate directory of some of the most beautiful ships that have ever put to sea.

Along the South West Way — Part 1, Minehead to Bude by A. G. Collins, published by Tabb House, price £3.50. A comprehensive paperback guide, with maps and local history, of a section of one of Britain's loveliest footpaths.

The Quarry by Edmunds Harwood, published by Robert Hale, price £5.95. Former Navy officer Tom Broadbent turns sleuth in this whodunnit set in the West Country. The author was himself an engineer officer in the Royal Navy for more than 30 years.

Naval Nostalgia by Cdr. W. St. J. Ainslie RN (retd.), published by The Pentland Press, Edinburgh, price £3.50. Events drawn from a life in the Royal Navy, beginning at Osborne College in 1914, are packed into this booklet by Cdr. Ainslie who served in such ships as the Royal Yacht Victoria and Albert, HMS Queen Elizabeth and HMS Renown.

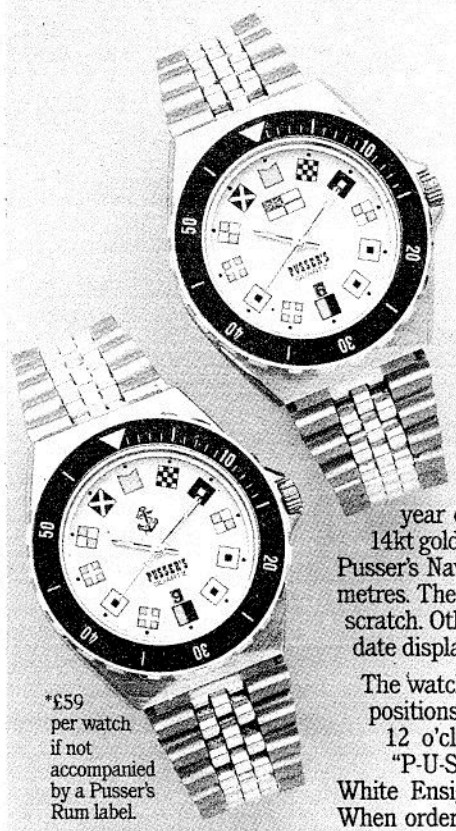
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Tromso grave 'well tended'

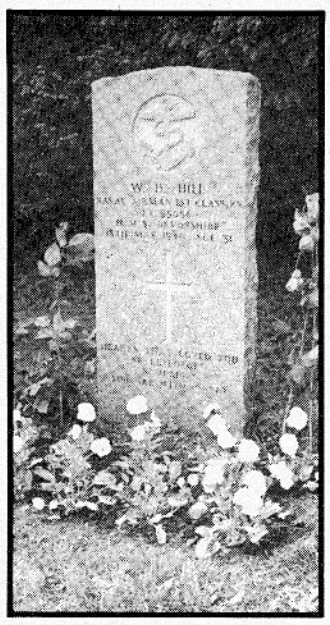
(From Rear-Admiral D. B. Bathurst, Director-General of Naval Manpower and Training)

I THINK I can allay the concern of Mr. Shaw over the Tromso War Graves (February). In June, 1984, as Flag Officer Second Flotilla, I visited Tromso in HMS Glamorgan and during that visit we held a short memorial service in that part of the local cemetery maintained by the Commonwealth War Graves Commission.

I was accompanied by Vice-Admiral Skule Storheill, of the Royal Norwegian Navy, who had commanded the destroyer Stord at the Battle of North Cape. He had shown particular interest in this memorial service because he was a close friend of the aircrew from HMS Devonshire and knew Naval Airman W. H. Hill, who is buried in the cemetery.

Mr. Shaw can rest assured that this grave is not only looked after immaculately but also that visiting ships' companies do remember all those who died in the Tromso area during the Second World War. — **Ben Bathurst** (Rear-Admiral) Ministry of Defence, London.

● *Rear-Admiral Bathurst enclosed two photographs, one of which is reproduced here, the other showing part of the memorial service. A letter sharing Mr. Shaw's concern was received from Ex-PO(A) Phot Mr. R. E. Rackham, of Bristol, a messmate and friend of Naval Airman Hill.*



Naval Airman Hill's grave at Tromso.

Puzzling medics

IT WAS puzzling in the feature "Into action with the Medics" (January) to read the caption "while LMA Taff Barlow prepares to give covering fire."

When I was a Second World War sick bay tiffy, I always understood that provided we did not carry or use firearms, and displayed our Red Cross arm badges, we were protected by the Geneva Convention of 1864 if captured.

Has observance of the Convention fallen into neglect? — K. Morris (ex-LSBA), Leigh, Lancs.

● ***A similar letter was received from Ex-SBA Mr. Jack Fletcher, of Tewkesbury, Glos.***

LETTERS Extra

Fate of Renown

REFERRING to the correspondence about the light cruiser Aurora, the last service of the battle-cruiser Renown was as training ship for the Chinese Nationalist crews sent to take over her and the Hunt class destroyer Mendip.

The training and organization of the two crews was entirely on British lines down to defaulters and a fine brass band, and the Chinese sailors (mainly from the north of the country) were popular ashore in Devonport for their good behaviour, making many friends. That was in 1948.

However, some months later, there were reports that the Aurora had been bombed and put out of action at Shanghai, and that the crew of the Mendip had deserted.

Presumably the Chinese gunners mentioned by Bill Kelly (December) were Communists into whose hands the old ship had fallen.

I was the supply officer of the Renown with the sad task of paying her off and de-storing. — **A. M. Messenger** (lieut.-cdr. RN, retd.), London SW 10.

Long-distance runners

ON THE subject of mileage, and in reference to the letter from Jim Watkins (December) I too was serving with the 17th Destroyer Flotilla (HMS Onslaught) when we were credited with being the first flotilla to steam a million miles (1943).

Yet the book ***Destroyer War,*** by A. D. Divine, says that this feat had been accomplished by the nine ships of the 8th DF two years previously, the final 900 miles of that million going to HMS Firedrake. — **K. Power,** Middleton, Manchester.

Smashing time in Sirius

OFTEN in Navy News we read of claims for records of different ships, past and present, but may I make a claim on behalf of one of my old ships, namely the Second World War cruiser and Pompey's adopted ship, HMS Sirius.

She holds, I think, the record for the only ship which was never dry-docked from the time she was launched in September 1940 until the day she was scrapped (October 1956) — a total of 16 years without a bottom scrape!

Incidentally, when we were bringing the Sirius back from Gibraltar to the UK to reduce her to reserve, it was decided to fire a last full calibre broadside with the ten 5.25in. guns.

It was most impressive, especially the resultant damage: 90 per cent of the crockery broken, all light bulbs smashed, and the captain's day cabin wrecked. — **N. W. (Gerry) Gerhard,** Birmingham.

Nellie was happy, too

REGARDING the article about "Lucky Nellie" (December), I served as an instructor aboard HMS Nelson from 1946 to 1948 and she was certainly a happy ship.

I had the honour of being the last seaman PO to leave her before we turned her over to the bombing party off Inverkeithing.— **J. T. Riding,** Nottingham.

Parramatta survivors

A QUESTION was asked about survivors from HMAS Parramatta in a letter from Mr. Ken Holder (September).

Of the complement of 162 on board when she sank in the Mediterranean in 1941, only 24 survived. Of these, 21 were picked up by ships and three swam ashore between Tobruk and Bardia and were rescued by the 8th Army. — **David M. Stratton,** Gwynneville 2500, New South Wales, Australia.

'BEAUTIFUL' HAWKINS

I WAS particularly interested in your "Hawkins Remembered" letters (December).

She was a beautiful ship. I have photographs of her — in 1929 when my wife's father, then Rear-Admiral M. Best, flew his flag in her as CS2, and in my own period of wartime command 1942-43.

She was ultimately one of the bombarding force (7.5in. guns) at the Normandy landings, and ended her days as a target for experimental weapons. She was built originally in 1918 for work in the Baltic.

I have had an annual reunion of the officers every year for 39 years, and the 40th and final will be in London on April 26, 1986. The secretary is Captain W. T. Knox, 15 Blessington Close, London SE13.

On many occasions as many as ten of the ship's company have joined us, and as my dinners are ending there is a move to form a Hawkins Association. — **G. A. French** (Captain, RN), Beaminster, Dorset.

IT WAS amazing to see so much interest aroused about a ship that was in commission on the China Station 63 years ago.

My father was another who served in HMS Hawkins in the early twenties, but alas he was lost in M2 some years later.

I have numerous photographs of the ship's company taken in Japan and Shanghai, and if any of Dad's old shipmates who served in the Hawkins would like to jog their memories, I would gladly arrange for them to see them. — **S. E. Estcourt,** London N7.

REFERRING to "Hawkins Remembered" during a visit to Kure, Japan, with HMS Glory, I saw the Japanese cruiser Yakumo lying at anchor there.

I was told at the time that she was an old 1910 class "Lion" British ship, and a coal burner.

Could this be the same ship referred to by Dr. Clayton and Lieut.-Cdr. John Maber? — **Pat Davies** (ex-AM(O)), Telford, Shropshire.

Ship was in disguise

IN AN excellent illustrated book entitled ***U-Boats in the Atlantic*** there are two photographs of a tanker refuelling a group of U-boats six months before the United States entered the Second World War.

One of the photographs shows a tanker with neutral identification marks, and the caption suggests that the "USS Prairie" was an American ship. Furthermore, it states that four American tankers were waiting in the Atlantic to refuel the Bismarck.

I am grateful to Commander F. U. Kupferschmidt, naval attache to the embassy of the Federal Republic of Germany in London, for establishing that the "USS Prairie" was in fact the German supply tanker Nordmark, disguised as the Prairie. — **H. M. Irwin** (lieut.-cdr. RNVR, retd.), Newcastle-Upon-Tyne.

JERSEY: ONE MAN'S SAD STORY

I WAS very interested to read Mr. Jack Cole's letter (January) on "How Jersey caught it."

In April 1941 I was serving aboard HMS Jersey when she was fitted with extra anti-aircraft armament at Falmouth, prior to sailing for the Mediterranean the following day.

I was sent for by the Captain to be told my parents had been killed by a land mine explosion at Havant, and was granted seven days "compassionate" to go home and bury them, and also attend to my brother and three sisters who had been injured and were in various hospitals.

GRIM DUTY

When my seven days had expired I reported to HMS Victory barracks (as it was then), and given a job as main gate messenger.

That same week I found myself escorting to the regulating office relatives who were inquiring the fate of husbands, sons and sweethearts who had been my shipmates just a few days before. — **Ron (Pompey) Wills** (ex-ldg/sea), Sturminster Newton, Dorset.

MY recollection is somewhat different from that of your correspondent Jack Cole.

My own memory is that the Kelly had entered harbour, but the Jersey, second in line ahead, sank in the swept channel close to the entrance to Grand Harbour, thereby preventing the Kipling and Kashmir from going in.

Incidentally I have often wondered if there were any survivors of the Kelly and Kashmir (after the later events off Crete) living in the Swansea area. I have never met any. — **Bill Roberts,** Swansea.

I AGREE that HMS Jersey was sunk by a mine while entering Malta Harbour, and that HMS Kelly had already passed over the spot, but he is wrong in thinking that HMS Kipling had already gone in.

The Kipling was one of two destroyers, 5th Flotilla, which had to about turn and go to Gibraltar until the channel was cleared. I believe that HMS Kashmir was the other ship. — **John B. Sinclair** (ex-ldg.sto. HMS Kipling), Hebburn, Tyne and Wear.



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New RNA task for Admiral

NEWS from Headquarters that Admiral Sir Desmond Cassidi, who retired from the Royal Navy in 1985, has accepted the National Council's invitation to be Deputy President of the Association, will be warmly welcomed by shipmates.



The only previous holder of this office was Earl Mountbatten of Burma, who was Deputy President of the association from its formation in 1950 until his death in 1979.

In his last appointment, as Commander-in-Chief, Naval Home Command, Admiral Cassidi (pictured left) held special responsibility on behalf of the Admiralty Board for liaison between the Royal Navy and the RNA.

As Deputy President he will continue to provide the strong support he gave to the association in his last appointment, and previously as Second Sea Lord.



Brilliant times recalled

The brilliant years of HMS Brilliant (1932-48), were recalled when former members of the ship's company were guests on board the present HMS Brilliant. The visitors are seen here on the bridge of the Type 22 frigate during a tour of the ship. They are (from left): W. C. Parncutt, J. G. Walker, G. Pitman, F.Chiddle, Commodore John Coward (commanding officer 1981-83), A. Currie, Capt. Errol Turner (commanding officer 1932-34), E. H. Brown, D. H. Waters, C. W. Glanfield, and the present commanding officer, Capt. Nigel Goodwin.

Full ahead for Belfast

PLANS are now well advanced for the 1986 Annual Conference in Belfast which promises to be an Ulster spectacular.

Travel choices are proving generous and satisfactory, with considerable numbers of delegates and visitors taking advantage of special offers.

Internal transport arrangements are being made by No. 12 Area Organising Committee, chaired by shipmate Billy Ellis, and thanks to a substantial grant from the Northern Ireland Tourist Board, coaches for transfers, etc. should be available free throughout the week-end.

ROYAL NAVAL ASSOCIATION

Hunstanton joins East Anglia fleet

OLD SALTS near The Wash will welcome the commissioning of **Hunstanton** — the most northerly branch in East Anglia.

Shipmate Bert Hemming, National Council member for No 5 Area, presided at the commissioning, which was also attended by the mayor and mayoress, representatives of **Lynn, Dereham, Harlow, High Wycombe** branches and members of the Merchant Navy.

After the ceremony, the following were elected officers: Shipmates Allan Parker (chairman), Billie Nobes (secretary), and William Matsell (treasurer). Members plan to meet on the fourth Tuesday of the month at the Old Hunstanton Social Club. New members are welcome.

No 11 Area mourns the loss of Shipmate Albert Roberts, whose work in aid of the needy — particularly war veterans and their families — won him the gratitude of many.

TWINNING

As chairman of **Dewsbury, Batley and Birstall,** he was responsible for the twinning of the branch with the Netherlands town of Nijmegen — an event which won him many new friends and the award of the Medal of Merit, the highest honour of the Netherlands Legion of Veterans.

The **Eastcote (Ruislip)** branch which commissioned on January 9, meets at the Royal British Legion Club, Southbourne Gardens, Eastcote, on the second Sunday of the month at 10 am to noon. Serving and ex-serving personnel in the area are invited to attend. For details contact Shipmate G. A. Turner, 144 Pavilion Way, Eastcote, Ruislip, Middx HA4 9JP, tel. 01-866-9804.

During HMS Intrepid's visit to Liverpool, a party of shipmates from **St Helens** branch had a memorable day on board. The visitors were given a conducted tour of the ship followed by refreshments in the POs' and CPOs' Mess.

They thank the ship for the welcome, and thank PO Galbrieth and WO Richards for providing a guided tour of the ship.

There was a good turn out for the annual **Stockton-on-Tees** dinner dance, attended by shipmates from as far afield as **Bletchley.** The branch entertained members of **Huddersfield** to a games day, a trophy presented by **Durham** for darts, dominoes, crib and a quiz being won by Stockton.

Branch president, Rear-Admiral John Bell and Mrs. Bell, accompanied by Lieut-Cdr. Jim Travers, the new vice-president, attended **Gravesend** annual dinner. The branch will celebrate their golden jubilee on August 9 and plan lots of entertainment in the field adjoining their club.

Shipmates of **Hartlepool,** as members of the Friends of HMS Warrior, are proud of the progress that has been achieved in restoring the Navy's iron-clad. They will be sorry to see the grand old lady depart to Portsmouth.

Having enjoyed success in helping to trace old shipmates, **Cleethorpes** now plan to extend the facility by setting up a naval research section.

To help with this venture they would appreciate if reunion and association secretaries would send the necessary details — name, address and name of ship — to enable a register to be compiled.

As the effort is entirely voluntary, a stamped addressed envelope would be appreciated, if writing to Shipmate N. Williamson, PRO Cleethorpes RNA, 4 Alexandra Road, Cleethorpes, South Humberside.

BRANCH NEWS

Yeovil held a successful dance organised by Shipmate Bill Tiffin and attended by 120 shipmates and guests. Members also enjoyed a visit to **Sherbourne** branch where they heard a talk by Shipmate Paul Hooper in aid of HMS Warrior.

The branch lost one of its oldest members — Shipmate Lieut.-Cdr. George Croft — who died on December 31. He had served under 19 admirals during his 42 years in the Navy.

Sheffield plan to dedicate their standard on May 4, thanks to the generosity of Whitbread Exchange Brewery, which provided the money to buy the standard and accessories.

WREATH-LAYING

The service of dedication, which will be combined with a memorial and wreath-laying ceremony in memory of HMS Sheffield, lost in the Falklands War, will be held in Sheffield Cathedral at 1500.

A buffet reception will be held after the service.

Shipmates of **Edenbridge** thank those who supported their charity drives in the past year. The effort helped to raise a total of £712 towards the Central Charities Fund, the RN and RM Children's Home at Waterlooville, and local charities.

At a social evening at Pembroke House enjoyed by members of **Chatham,** the residents were awarded full membership of the branch, their cards and badges being presented by Cdr. D. Stoyles RNR, commanding officer of HMS Wildfire.

The branch Christmas ball held at Wildfire was supported by members of **Sittingbourne, Temple Farm-Strood** and the **Isle of Sheppey** branches.

NEW PRESIDENT

Shipmates of **Farnham** and their wives visited the RN Cookery School at Aldershot at the invitiation of Lieut-Cdr. Mike Bamborough, the commanding officer, who is also a member of **Farnham** branch.

The visitors were given a conducted tour by Lieut. Tim Haley and WO Barry Bowers.

At the inaugural meeting of **Liskeard** branch, attended by 20 members, Capt. D. A. Middleton RN (retd.) accepted the invitation to become branch president. It is hoped to commission the branch in April. Meanwhile members meet at 1930 on the last Thursday of the month at the Royal British Legion Club, Liskeard. All their "oppos" in south-east Cornwall are invited to join them.

OBITUARY

GEORGE Cross holder Shipmate Walter James (Jimmy) Ovenden died at his home in Tunbridge Wells, Kent on December 27.

Mr Ovenden, a member of Royal Tunbridge Wells branch, was aged 69. He served for 22 years in the Royal Navy and during the Second World War was bombed three times while serving as a petty officer in submarines.

Shipmate Tom Mulligan, Bridlington, December 27.

Shipmate Bill Marsden, Bridlington, January 1.

Shipmate Pitney, Wakefield, December 4.

Shipmate Victor C. Barrigan, founder member and secretary, Warrington.

Shipmate Jessie Harris, oldest member, Helson, December 6, aged 94.

Shipmate T. Dempsey, former secretary Morecambe and Heysham, January 6.

Shipmate E. Butterfield, Morecambe and Heysham, January 6.

Shipmate Lieut.-Cdr. George Croft, oldest member, Yeovil, December 31, aged 93.

Shipmate Keith Gordon, Blackpool and Fylde, January 11, aged 53.

Shipmate H. Williams, Oldham, aged 59.

Shipmate G. (Tommy) Cheetham, Oldham, aged 64.

Shipmate Jacky Waters, Gravesend, December 1, aged 55.

Shipmate Fred Osborne, Purley, December 20, aged 62, former social secretary, treasurer, chairman and vice-president Royal British Legion, Whyteleaf.

Shipmate Arthur Robinson, Skipton and District, January 9.

Shipmate Jack Garston, secretary, Mid-Antrim, December 16, aged 57.

Shipmate Bill Smith, ex-RM, St Helens, January 9, aged 64.

Shipmate Eric Higson, Burnley and Pendle, January 13, aged 61.

Shipmate John Walton Arthur, January 12, Burnley and Pendle, aged 88.

Shipmate Jim Clifford, Poole, January 3, aged 60.

Shipmate William J. Hart, Hereford City, January 2, aged 86.

Shipmate Glyn Jones, Deeside, January, aged 58.

Shipmate George Wilkinson, Stockton-on-Tees, December 29, aged 64.

Shipmate Harry F. Trotter, Stockton-on-Tees, January 7, aged 67.

Shipmate Hugh "Jack" Cathay Crocker, founder member Aldershot and Farnham branches, ex-Naafi and member of HMS Barham Survivors' Association, January 29, aged 65.

Shipmate Thomas "Polly" Perkins, president City of London, January 19, aged 79.



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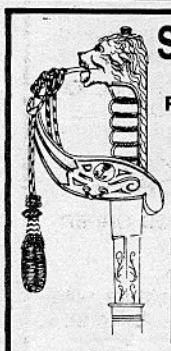
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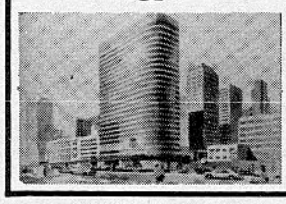
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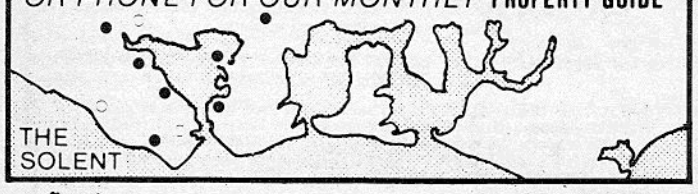
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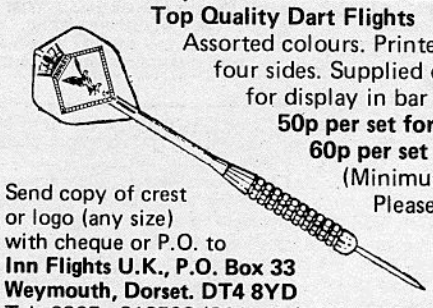
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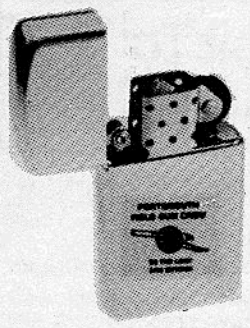


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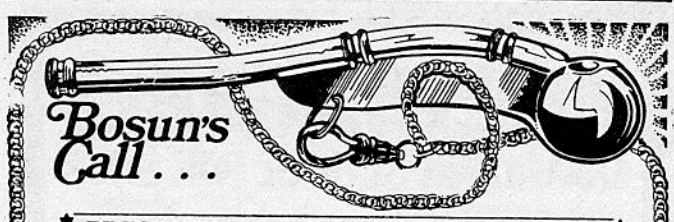


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Telephone Oakamoor (0538) 702397

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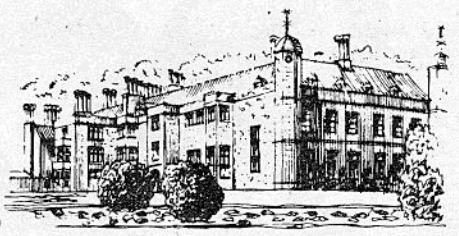
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Busier by the month

IT IS all go at James Lane House in Tipner Road, Portsmouth, the "workshop" of the Royal Naval Benevolent Trust.

Changes to the Supplementary Benefit regulations, cutbacks in areas affecting education and social work, and inflation have all conspired to increase the Grants Committee's workload.

TEN MONTHS

In the first ten months of the current financial year the committee has made 3,404 grants to the naval community, compared with 2,859 in the whole of 1978-1979.

It is interesting to note that the RNBT's compassion stretches wide and far. Last year the Grants Committee helped 91 overseas cases, covering Newfoundland, Canada, Australia, Malta, South Africa, Gibraltar, Spain and Sri Lanka.

Jacqui's foreign venture

VENTURE Scout Jacqui Russell has been awarded an Explorer Certificate for her work on an expedition to Norway.

As reported in our September edition, the Royal Naval Benevolent Trust helped 18-year-old Jacqui, daughter of a former petty officer, with a grant of £240 towards the cost of the expedition.



TRUST HITS RIGHT NOTE FOR GIFTED VICTORIA

A GRANT of £175 from the Royal Naval Benevolent Trust was, literally, music to the ears of 14-year-old Victoria Cashin.

The money was spent on a new flute so that young Victoria could continue to develop her considerable musical talents. She is also showing promise on the piano and saxophone.

Victoria is the daughter of the late CPO Eric Cashin, who died in 1981 shortly after leaving the Royal Navy. Her mother, Mrs. Joan Cashin, approached the RNBT to see if she could get any help with the cost of her daughter's musical education.

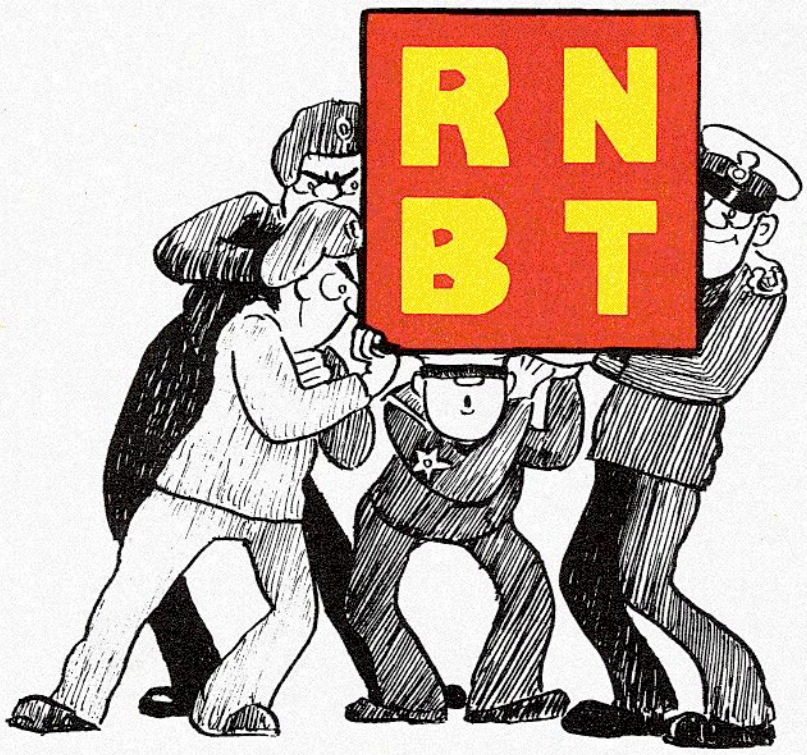
Instruments suited to her ability were expensive, and the cost of lessons was a further burden. Piano lessons cost £3.60 an hour, saxophone £5 for 45 minutes.

With Hampshire Education Authority helping out with the saxophone fees, and the RN and RM Children's Trust paying £87 a term for the piano lessons, Victoria is now working hard to gain a place at the Royal College of Music. The Education Authority bursary is worth £180 this year, and depending on Victoria's results, could be increased to include her piano fees in 1987.

Mrs. Cashin is paying for Victoria's £3.25 a half hour flute lessons, but the professional-quality saxophone that she needs is beyond her purse at around £1,200.

Victoria is a pupil at St Edmund's School, Portsmouth, and has been playing with the Highbury Area Band for the past 15 months. She accompanied them on their European tour last year and has recently been made a full member of the band. Last month she was giving a saxophone and piano concert organised by her teachers, and taking part in the Portsmouth Music Festival.

Last year RNBT gave £673,207 in Grants and Annuities. This year it will be more. Have you given a donation to help RNBT?



Applications for assistance to: Grants Committee, 2a Tipner Road, Portsmouth, Hants, PO2 8QR

General Inquiries: Head Office, High Street, Brompton, Gillingham, Kent ME7 5QZ

Edwin sets sights on Olympics

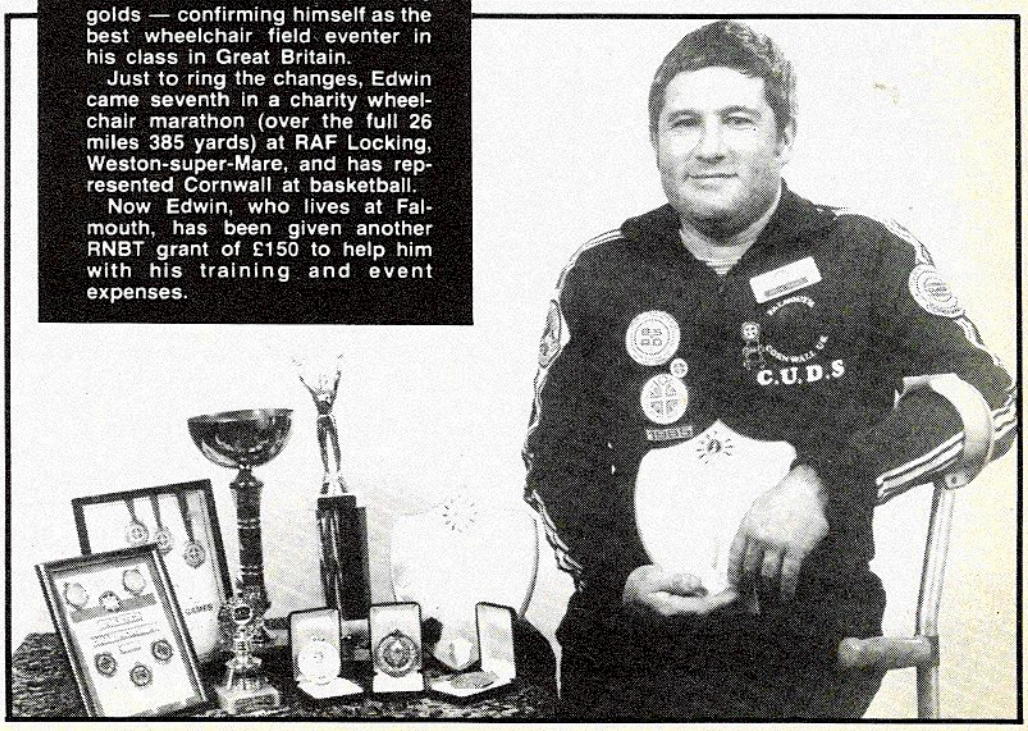
FORMER able seaman Edwin Thomas is well on course to represent Great Britain at the Disabled Olympics in Korea in 1988. And the Royal Naval Benevolent Trust is helping him to get there.

As reported in our September edition, Edwin was given £120 by the Grants Committee to help him become involved in athletics for the disabled. Edwin, who was virtually confined to an invalid chair after an industrial accident, repaid their faith with a string of superb performances.

He won gold medals for javelin, shot putt and discus in the South West Region senior games, was selected for the BSAD senior national games at Stoke Mandeville and won three more golds — confirming himself as the best wheelchair field eventer in his class in Great Britain.

Just to ring the changes, Edwin came seventh in a charity wheelchair marathon (over the full 26 miles 385 yards) at RAF Locking, Weston-super-Mare, and has represented Cornwall at basketball.

Now Edwin, who lives at Falmouth, has been given another RNBT grant of £150 to help him with his training and event expenses.



Geoffrey's back on the move

D-DAY veteran Mr. Geoffrey Braybrooke has been given considerably improved mobility by a battery driven scooter paid for by the Royal Naval Benevolent Trust, the British Legion and the Soldiers', Sailors' and Airmen's Families' Association.

Now 74, Mr. Braybrooke approached the RNBT for help when a major operation left him virtually housebound. The Trust responded with a grant of £300, which was matched by the two other organisations.

Major G. H. Webb-Bowen, Deputy Lord Lieutenant of Staffordshire and county chairman of SSAFA, presented the three-wheel electric scooter to Mr. Braybrooke at his home in Biddulph.

Navy events hit jackpot

DURING 1985 Navy and Air Day events were held at Plymouth, Portsmouth, Portland, Rosyth, Culdrose, Lee-on-Solent and Yeovilton, resulting in yet another overall record surplus — £210,000 — being distributed to naval charities.

The 1985 surplus was £30,000 more than the previous year.

This fine achievement was reported at the annual general meeting of the Navy Weeks Trust Fund, and the committee formally recorded its thanks and congratulations to everyone who played a part in the tremendous success of the 1985 Navy and Air Days.

Distribution of the £210,000 surplus, decided on by the committee and ratified by the Trustees, was as follows:

General naval charities: King George's Fund for Sailors, £50,400; Royal Naval Benevolent Trust, £50,400; Fleet Amenities Fund, £48,300; WRNS Benevolent Trust, £4,200; Fleet Air Arm Benevolent Trusts, £4,200; Royal Marines Benevolent Funds, £4,200; Second Sea Lord, £100.

Fleet and Commands: Captain of the Fleet, £8,400; CINC Naval Home Command, £3,150; FONAC, £12,150; FOST, £2,000; FOSNI, £2,500; FO Plymouth, £11,500; FO Portsmouth, £8,500.

□ □ □

HM submarine Torbay has been adopted by the resort of Torbay, Devon. The official association with the Royal Navy's fourth Trafalgar-class submarine continues the area's strong links with the Senior Service.

□ □ □

When Lothian Regional Council entertained some of the ship's company of **HMS Edinburgh** to lunch the destroyer's commanding officer, Cdr. Martin Ladd, presented a plaque to the Council's Convenor, Mr. Brian Meek.

IN BRIEF

□ □ □

HMS Warrior, the Victorian ironclad warship, is expected to return to her former home port of Portsmouth in April 1987. She is being restored at Hartlepool.

□ □ □

RNEC Manadon played host to 750 German sailors when the destroyer FGS Schleswig-Holstein, the frigates Bremen and Augsburg, and the support ship Coburg visited Plymouth over a weekend.

□ □ □

Twelve cub scouts from Lockerley, near Romsey, Hampshire, visited **HMS Southampton** to present the ship with a decorative bellrope made by their assistant leader, Mr. Rod Walker. In return, the cubs were presented with a photograph of the ship which now hangs in their headquarters.

□ □ □

Former Royal Navy patrol craft **Wolverton** has been bought by Hong Kong entrepreneur Mr. Peter Shiu, who proposes to convert her into a floating club with two restaurants, a disco, reading rooms, sun decks, a children's play area and a Navy museum.

□ □ □

Ferranti is to supply £1.5m worth of replacement computer facilities to the British Underwater Trials and Evaluation Centre (BUTEC) at the Kyle of Lochalsh.

□ □ □

Lord Trefgarne, Minister of State for Defence Support, visited the Royal Naval Auxiliary Service at Southampton. He met many members of the RNXS and toured the unit's new fast patrol boat, XSV Example.

□ □ □

Commandant Patricia Swallow received a signed print of **Britannia Royal Naval College, Dartmouth,** during her last official visit to the college as Director WRNS.

The picture, by local artist John Gillo, was from all WRNS staff and students at Dartmouth.



PRIZE FLIGHT

CLIFFHANGER is the name of this winning picture of a Royal Navy helicopter operating near the white cliffs of Dorset. Under that title it won the new Maritime Books Cup for LA(Phot) Michael Mitchell, now of HMS Rooke, in the Navy's Peregrine Trophy photographic competition. The new trophy is for the best picture of Service ships or aircraft not already awarded a prize.

SON TAKES OVER

WHERE THE RN LEAVES OFF

The Sultan of Oman's Navy is expanding fast, particularly with the acceptance into service over the next two years, of a large new support complex comprising a Dockyard and Maintenance Base, Stores and Armament Depots, Barracks and a new Training Centre. After that will come our Fourth Province Class Fast Attack Craft.

We need high calibre Officers and Warrant Officers who will make a real contribution to our development.

Currently we are seeking:

OPERATIONS BRANCH

Lieutenants (GL/SL/SD) (X)
Preferably qualified as FWO.
WO's and CPO's (seamen, missile and radar sub specs) particularly with good instructional experience.

ENGINEERING BRANCH

Lieutenants (SD) (E) (ME)
as Mechanical Workshops Officers
Lieutenants (SL/SD) (E) (WE)
all sub specialisations with surface ship and FMG experience.
Lieutenants (SD) (E) (H)
as hull workshop and afloat support unit Officers.
Lieutenants (ME/WE)
experienced in QA procedures to British defence standard 05-21.
WO and CPO's
Artificers (or apprentice trained Dockyard civilian equivalents) to act as
Diesel Overhaul and Test Cell Shop Supervisor.
Machine Shop Supervisor.
Metal Working & Pipe Shop Supervisor.
Woodwork and Boat Repair Shop Supervisor.
Marine Electrical Repair Shop Supervisor.
Hydraulics Maintenance & Repair Shop Supervisor.
Quality Assurance Inspector.
Weapons Ordnance Maintenance Instructor.
Craft Instructors and Instructors
for Marine and Weapons Electrical Engineering Mechanics Courses.

SUPPLY & SECRETARIAT BRANCH

Lieutenants (SD) (S)
to work in base supply organisation.
Lieutenants (SD) (W)
to act as Personnel Administrators.
WO's and CPO's
Stores Accountants
for base supply organisation.
Writers
for Drafting and Records Offices.

INSTRUCTOR BRANCH

Lieutenants
to act as Maths/Physics Teachers, preferably with TEFL as well.
Royal Marines
WO or SNCO
(Qualified Arm 1) as small Arms Maintenance Instructor.

LIEUTENANTS £20,030 TAX FREE
WARRANT OFFICERS £15,970 TAX FREE

Includes 20% end of contract bonus. Qualified Engineer Officers receive an additional £1,154 p.a. Figures calculated at current rate of exchange.

If you think that SON could take over where the RN leaves off, and you want to know more about opportunities in Oman, please ring **Ninette Mantle,** on **01-408 1010** (quoting ref ONN/21) or write to her at ARA International, 17-19 Maddox Street, London W1R 0EY. (Agy).

بحرية سلطان عمان
SULTAN OF OMAN'S NAVY

NAVY NEWS READER SERVICES

SWOP DRAFTS

CK Hobbs, HMS Warrior, Northwood. Will swop for any Plymouth ship going on Global deployment. If not, any ship on the deployment.

LMA V. G. Searle, HMS Seahawk, ext 2472, drafted Diego Garcia, May. Will swop for any Portsmouth or Plymouth ship.

STD S. R. Hale, HMS Aurora, Devonport, not deploying. Will swop for any Portsmouth ship.

LSTD B. Pinder, 826 Squadron C Flight, RN air station Culdrose, ext. 2123, until Sept. Will swop for any sea or shore billet, Scotland.

LCA A. Greenway, 3LS Mess, HMS Juno, drafted HMS Dolphin, May. Will swop for either HMS Dryad or HMS Mercury.

LSTD Sleight, 3E Mess, HMS Apollo. Will swop for any Rosyth ship not deploying.

RO1(T) Fogan, Commcen Mess, HMS Beaver, deploying April. Will swop for any Plymouth ship not deploying. Anything considered.

LSTD A. H. Boyd, 820 NAS, HMS Seahawk (ADP holder), ext 2124 or 2123. Will swop for any London area draft, preferably Northwood.

RO1(T) K. Crosby, RNAS Portland MSO, tel. 0305-820311, ext 2474, drafted HMS Nottingham, June, deploying early Sept. Will consider any ship not deploying, preferably going into major refit.

AB (MW) A. I. Smith, HMS Kellington, refitting Rosyth. Will swop for any Portsmouth or Plymouth ship.

SA G. Moonan, 3EZ Mess, HMS Charybdis, drafted HMS Neptune, May. Will swop for any Portsmouth shore base.

SA S. W. Yendall, 3MS Mess, HMS Ariadne, deploying May until end of Sept. Will swop, preferably for a ship alongside.

AB(S) Inglis, 5D2 Mess, HMS Illustrious. Will swop for any Portsmouth ship not deploying.

STD Ian Fox, HMS Nottingham (18 months) refitting Portsmouth until mid-April. Will swop for any Plymouth ship, preferably not deploying.

CPOMEA(M) B. R. McKenna, CINCFLEET, ext 23076, joined Jan. for 18 months. Will swop for any other Portsmouth area establishment.

CK T. A. Fuller (Scale A), 6T4 Mess, HMS Ark Royal, deploying June. Will swop for Culdrose squadron, or any Plymouth ship not deploying.

Wren (RP) Carter, ATC, HMS Osprey, Portland, ext 2406. Will swop for any draft, Cambridgeshire area or London. Tel. Weymouth 774179 (evenings).

LRO(G) Mail, 3D Mess, HMS Nottingham, refitting until April, deploying Sept. Will swop for any Portsmouth Leander-class frigate.

RO1(T) McLean, 6G1 Mess, HMS Ark Royal. Will swop for any Portsmouth Type 42 or below, not deploying. Anything considered.

WrenSTD A. Jones, c/o Wardroom, HMS Raleigh, ext. 271, drafted HMS Seahawk, May. Will swop for any Portsmouth area draft.

RO1(T) J. E. Jenkins, 3 Mess, HMS Alacrity, drafted HMS Bristol, May. Will swop for any Plymouth frigate.

LWren QA S. Riley, WRNS Quarters, HMS Vernon, ext. 24779, drafted HMS Seahawk, April. Will swop for any Portsmouth or London draft, but anything considered.

AB(M) McDiarmid, HMS Brave, Plymouth. Will swop for any Rosyth ship.

LWRO Maddison, HMS Dryad, ext 427, drafted Plymouth, May. Will swop for any Portsmouth area draft.

CK A. Sawyer, Main Galley, HMS Heron, Yeovil. Will swop for any Portsmouth shore base with not less than 14 months to serve at that base.

RO1(T) Brown, 6G3 Mess, HMS Ark Royal. Will swop for Rosyth ship, Type 42, but anything considered.

RO1(T) Wood, 3D Mess, HMS Nottingham, deploying Oct. Will swop for any Portsmouth ship not deploying, anything considered.

STD N. Russell, 3E Mess, HMS Apollo, Portsmouth. Will swop for any Plymouth ship not deploying or in refit.

SA T. Fowler, Stores Office, HMS Hermes (shore), DED Devonport, March to Oct. Will swop for any Portsmouth shore base.

LMEM(L) Higgins, HTS, HMS Sultan, Portsmouth Naval Base ext. 22862, drafted HMS Arethusa, Devonport, May. Will swop for any Portsmouth ship.

AB(M) A. Roberts, FDH Party, HMS Fearless, drafted HMS Abdiel, Rosyth, July. Will swop for any Portsmouth ship not deploying, contact Portsmouth tel. 754928 after 1630.

WEM(O) Grey, HMS Juno, drafted HMS Neptune, May 13, over six months. Will swop for any ship or shorebase at Portsmouth, Devonport or Portland.

POWEM(O) Bilsby, POs' Mess, HMS Jupiter, drafted Rosyth FEC May 27 for 18 months. Will consider any shore draft.

POCK R. Davidson, POs' Mess, HMS Jupiter, drafted HMS Gannet April 21 for 18 months. Will swop for any Portsmouth shore establishment. Tel. Portsmouth 661011.

AB(MW) M. Cockram, Rosyth FEC, Regulating Office, ext 2147, drafted HMS Abdiel, Rosyth, June. Will swop for any draft.

ALS(S) T. Beadle, 3P Mess, HMS Exeter, home waters. Will swop for Plymouth ship, any considered.

AB(M) K. L. Phipps, HMS Jupiter. Will swop for any Plymouth ship deploying.

CPOAEA(R) P. E. Hodgson, HMS Cochrane, ext 4373, FOF3, DAER. Will swop with CPO or POAEA or for any second-line Portland or Yeovilton draft.

STD M. Cole, CINCNAVHOME, Old Naval Academy, Portsmouth, ext. 23853, drafted HMS Achilles, May. Will swop for any Portsmouth ship not deploying.

LSTD Smith, c/o Wardroom, HMS Newcastle, or tel. Gosport 585571, drafted HMS Heron, April, to relieve POSTD. Will swop for any Portsmouth/Gosport shore base.

LMEM(L) Thomson, HMS Dryad, ext. 427, drafted HMS Dulverton, Rosyth, May. Will swop for any Portsmouth ship.

MEM(M)1 C. R. Wharrie (Scale A), ships' husbandry, HMS Defiance, drafted HMS Minerva, June. Will swop for any Type 22, or Devonport gas ship.

ALCK Parks, 3E2 Mess, HMS Charybdis, drafted HMS Osprey, May, for over 12 months. Will swop for Devonport shore base or Leander-class ship.

RO1(T) D. M. White, Commcen, BFF1, NP1242, BFPO 666, drafted HMS Achilles, July, deploying. Will swop for any Devonport ship, deploying or not.

LRO(G) Kenealy, MHQ Mount Wise, drafted HMS Fox, Rosyth, May, crew rotation trials for two years (4 weeks on 2 weeks off system). Will consider any Plymouth ship.

STD John Capper, c/o Wardroom, HMS Royal Arthur, drafted HMS Naiad, June (Devonport). Will swop for a Portsmouth ship.

RO1(G) Hoxley, 5 Mess, HMS Phoebe, refitting Devonport, May. Will swop for any Portsmouth or Plymouth ship deploying.

AB(M) Brown, HMS Hurworth, Rosyth. Will swop for Plymouth shore base, or ship in long refit.

AB(M) Heywood, L/Aft Mess, HMS Sheraton, Rosyth. Will consider any ship not deploying.

LWEM(O) Sexton, HMS Alacrity, drafted ERA Helston, Culdrose, May. Will swop for any Plymouth shore base, tel (evenings) Plymouth 556240.

CA J. S. Nicholl, c/o RNDQs, Portsmouth Naval Base ext. 25491, drafted HMS Hermes, April, six months, DED Devonport. Anything considered.

WrenSTD A. Marr, HMS Raleigh, ext. 271, drafted HMS Seahawk, May. Will swop for any Plymouth shore base.

LWren J. Purvis, HMS Nelson (Vernon Site), drafted HMS Heron, May 1. Will swop for any leading steward's billet.

RO1(G) Tryner, 3L Mess, HMS Naiad, deploying. Will consider any ship not deploying over August.

POSA Olive, NATEC Tool Control, tel. 550143 ext. 4086, drafted HMS Cochrane, May. Will swop for any Portsmouth or Plymouth ship or would consider Falklands.

A/STD Roberts, 1 Mess, HMS Boxer, Plymouth (trials at Portsmouth). Will swop for any ship deploying, except Falklands.

MEM(L)1 A. Smith, (Scale B, full AMC), HMS Camperdown, RNR Tay, drafted HMS Orkney, May. Will swop for any Rosyth Type 42 or frigate.

LWren STD Quickfall, Portsmouth Naval Base ext. 22800, drafted RNAS Culdrose, April 21. Will consider any swop.

LSTD Penrose, HMS Heron (Yeovilton) ext. 6191, drafted HMS Cleopatra, June. Will swop for any Portsmouth ship.

AB(M) Roy, ship's diver, Dunker, HMS Nelson (Vernon). Will swop for Devonport shore base or ship not deploying. Contact Portsmouth Naval Base ext. 24010 or HMS Daedalus ext. 4271.

WTR Lyons, SC/Release Office, HMS Nelson ext 24265. Will swop for anything.

LCK Murkin, 3 Mess, HMS Liverpool, Rosyth-based. Will swop for any Portsmouth ship.

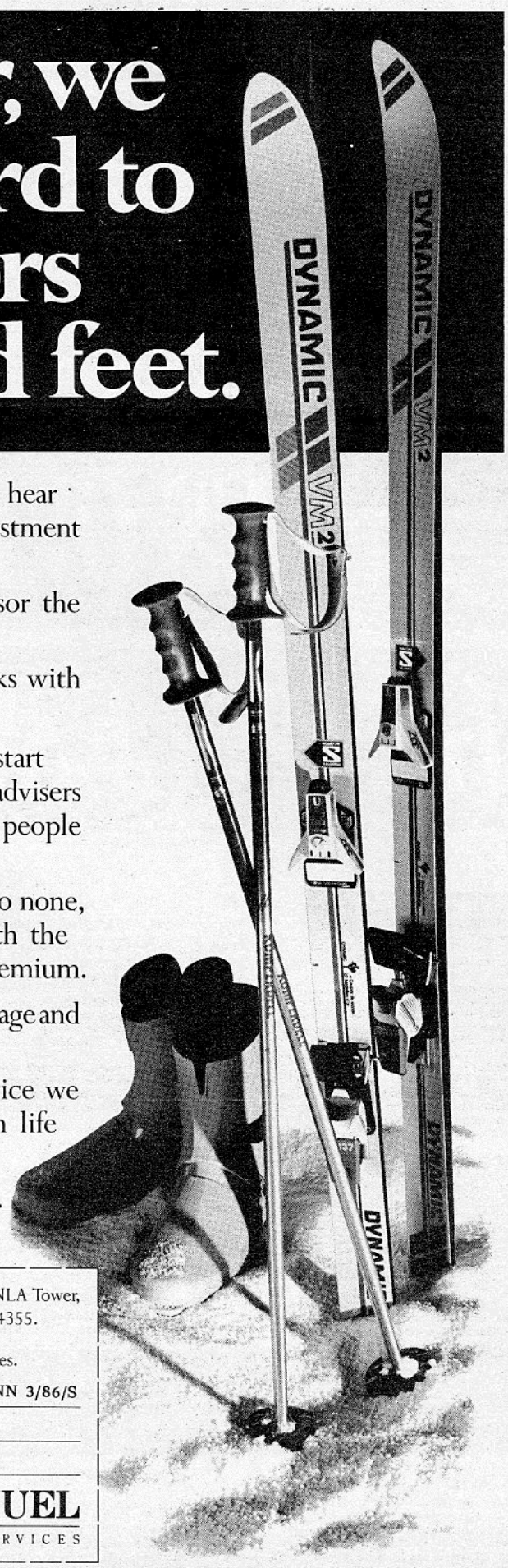
CK Woolley, 3 Mess, HMS Liverpool, Rosyth-based. Will swop for any Plymouth or Portsmouth ship deploying or not.

CK P.M. Roche, 3E Mess, HMS Apollo. Will swop for any frigate or Type 42 deploying this year.

RO1(G) S. J. Mitchell, 'D' Watch, Fort Southwick, ext 305, drafted HMS Apollo, Portsmouth. Will swop for any Plymouth ship, deploying or not.

AB(M) M. J. Roche, HMS Neptune MACCO ext. 343, drafted HMS Edinburgh (Rosyth), May. Will swop for any Portsmouth ship.

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PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Suzanne (17), 5ft. 7in., Leicester.
Mel (18), Arbory, Isle of Man.
Julia (17), 5ft. 2in., Stockport.
Carol (39), 5ft. 11in., Sunderland.
Angie (27), 5ft. 7in., Gibraltar.
Evelyn (37), 5ft. 3in., Rochdale, Lancs.
Kerrin (23), Melbourne, Australia.
Sundri (20), 5ft. 5in., Gibraltar.
Sandra (31), 5ft. 2in., Rochdale, Lancs.
Andrea (17), 5ft. 5in., Southampton.
Debbie (18), South Harrow, Mddx.
Carolyn (25), 5ft. 7in., Ipswich.
Karen (23), Southampton.
Heidi (25), 5ft. 7in., Machen, Gwent.
Sue (20), 5ft.4in., Staines, Mddx.
Lorraine (30), 5ft. 8in., Eastbourne.
Christine (37), 5ft. 8in., Bristol.
Julie (18), 5ft. 9in., Manchester.
Salli (21), 5ft. 6in., West Germany.
Joy (50), 5ft., Plymouth, Devon.
Pauline (21), 5ft. 2in., Chesterfield.
Lynda (42), 5ft. 8in., Sheffield.
Shona (19), 5ft. 5in., Harrogate.
Rachel (18), 5ft. 4in., Whipsnade, Beds.
Sharon (20), Melton Mowbray, Leics.
Sue (42), 5ft. 6in., South Benfleet, Essex.
Christine (28), 5ft. 1in., Rochdale.
Pauline (28), Liverpool.
Jane (19), 5ft. 3in., Sheffield.
Jayne (19), 5ft. 6in., Camberley, Surrey.
Marina (18), 5ft. 3in., Keighley, Yorks.
Wendy (17), Leicester.
Sue (26), 5ft. 4in., Bristol.
Joanna (18), Holyhead, Anglesey.
Hazel (28), Bournemouth, Dorset.
Jayne (21), 5ft. 6in., Hull.
Jo (22), 5ft. 5in., Hatfield, Herts.
Pauline (35), 5ft. 4in., Gateshead.
Carole (23), Ryde, Isle of Wight.
Marion (35), Rochdale, Lancs.
Margaret (21), Melbourne, Australia.
Andrea (21), Banbury, Oxon.
Janneene (16), Penkridge, Staffs.
Gill (21), Streatham, London.
Sheila (36), 5ft. 8in., Gosport, Hants.
Wendy (22), 5ft. 2in., Holyhead, Gwynedd.
Alison (19), 5ft. 2in., Chesterfield, Derby.
Siobhan (18), Strokestown, N.I.
Karen (16), Whitby, N. Yorks.
Brenda (17), Huntly, Aberdeenshire.
Ann (40), Studley, Warwickshire.
Shelley (26), Melbourne, Australia.
Pamela (17), 5ft. 4in., Sheffield.
Carol (39), 5ft. 7in., Westgate-on-Sea.
Sharon (27), Potters Bar, Herts.
Diana (45), 5ft. 1in., Yeovil, Somerset.
Jane (42), 5ft. 1in., Yeovil, Somerset.
Gillian (36), 5ft. 3in., Durham.
Debbie (20), 5ft. 7in., Plymouth.
Jackie (27), 5ft. 5in., Billericay, Essex.
Wendi (24), 5ft. 4in., Weybridge, Surrey.
Stella (26), Grimsby.
Wendy (24), 5ft., Reddish, Cheshire.
Liz (18), 5ft. 10in., East Molesey, Surrey.
Diane (18), 5ft. 9in., Doncaster.
Lisa (19), 5ft. 8in., Leeds.
Linda (21), 5ft. 2in., Milton Keynes.
Jean (42), 5ft. 2in., Skewen, W. Glam.
Angela (25), 5ft., Cheltenham, Glos.
Susan (22), 5ft. 5in., Ipswich.
Lisa (18), Portland, Dorset.
Caroline (29), 5ft. 7in., Colne, Lancs.
Paulette (17), 5ft. 8in., Par, Cornwall.
Patricia (28), London.
Wendy (22), 5ft. 6in., Manchester.
Margaret (46), Newark, Notts.
Ann-Marie (16), Nottingham.
Joanne (18), Hitchin, Herts.
Jayne (18), Worsley, Manchester.
Maria (16), Mexborough, Yorks.
Bernie (20), Blackpool, Lancs.
Julia (20), 5ft. 6in., Swindon, Wilts.
Sandra (21), 5ft. 2in., Chatham, Kent.
Brenda (28), Gateshead.
Julie (27), 5ft. 5in., Grimsby.
Sue (18), Ellesmere Port.
Maria (20), 5ft. 3in., Chatham, Kent.
Helen (23), 5ft. 7in., Birmingham.
Tracey (16), 5ft. 1in., Falmouth.
Tina (32), 5ft. 6in., Birmingham.
Pamela (18), Newry, Co. Down.
Annette (21), Maidstone, Kent.
Michelle (17), 5ft. 5in., Hackney, London.
Denise (18), Maidstone, Kent.
Julie (18), 5ft. 4in., Romford, Essex.
Stephanie (39), Plymouth, Devon.
Samantha (16), Cullompton, Devon.
Christine (39), Boreham Wood, Herts.
Helen (16), 5ft. 5in., Southampton.
Jay (29), Stratford, London.
Linda (18), 5ft. 8in., Stoke-on-Trent.
Shirley (25), 5ft. 6in., Portsmouth.
Susan (36), 5ft. 7in., Plymouth.
Sarah (18), 5ft. 3in., Stoke-on-Trent.
Joan (31), Andover, Hants.
Cynthia (36), 5ft. 8in., Fife, Scotland.
Sue (22), 5ft. 4in., Norwich, Norfolk.
Denise (27), 5ft. 3in., Portsmouth.
Teresa (30), 5ft. 8in., Plymouth.
Sandra (33), 5ft. 8in., Leicester.
Fiona (20), 5ft. 4in., Edinburgh.
Jane (37), 5ft. 6in., East Ham, London.
Pat (48), 5ft. 2in., Emsworth, Hants.
Diane (36), 5ft. 4in., Newcastle-on-Tyne.
Alison (28), Bracknell, Berks.
Wendy (19), 5ft. 4in., Oswestry.
Sue (22), 5ft. 2in., Portsmouth.
Jeanette (18), Stoke-on-Trent.
Suzanne (22), 5ft. 8in., Gosport, Hants.
Gillian (19), 5ft. 4in., Stoke-on-Trent.
Sarah (16), Falmouth, Cornwall.
Helen (22), 5ft. 2in., Dublin.
Patricia (28), 5ft. 2in., Preston, Lancs.
Sheila (32), 5ft. 4in., Portsmouth.
Sandra (22), 5ft. 4in., Stourbridge.
Christine (28), 5ft. 6in., Spalding, Lincs.
Caroline (21), 5ft. 4in., Southport.
Janette (18), Huddersfield, Yorks.
Louise (17), Dulwich, London.
Pat (45), 5ft. 2in., Dulwich, London.
Joan (37), 5ft. 3in., Plymouth.
Maggie (29), 5ft. 2in., Plymouth.
Ann (30), 5ft. 3in., Portsmouth.
Karen (16), 5ft. 7in., Cullompton, Devon.
Cathy (17), 5ft. 6in., Plymouth.
Joan (37), Colchester, Essex.
Dawn (22), 5ft. 1in., Exeter, Devon.
Julia (28), South Benfleet, Essex.
Mandy (23), 5ft. 5in., Exeter, Devon.
Jane (55), 5ft. 4in., Rhondda, Glam.
Tracey (20), 5ft. 10in., Exeter, Devon.
Janet (17), 5ft. 5in., Milton Keynes.
Deana (26), 5ft., Peckham, London.
Julia (27), 5ft. 3in., Deeside, Clwyd.
Linda (39), Leamington Spa.
Pamela (17), Leeds, Yorks.
Miss K. (23), Chislehurst, Kent.
Suzanne (21), 5ft. 2in., Warley.
Dawn (18), 5ft. 3in., Hyde, Cheshire.
Eileen (26), 5ft. 4in., Colwyn Bay, Clwyd.
Sara (20), 5ft. 6in., Nottingham.
Mary (30), 5ft. 3in., Plymouth.
Belinda (24), 5ft. 8in., Milton Keynes.
Natasha (15), 5ft. 9in., Portsmouth.
Michelle (21), Gillingham, Kent.
Jackie (18), 5ft. 4in., Haversham, Suffolk.
Katrina (19), 5ft. 7in., Romford, Essex.
Sue (32), Tonbridge, Kent.
Linda (18), Thundersley, Essex.
Lorraine (36), 5ft. 5in., Sutton, Surrey.
Maureen (23), 5ft. 2in., St. Albans, Herts.
Patricia (40), Northumberland.
Sarah (28), Bristol.
Helen (18), 5ft. 3in., Preston, Lancs.
Jeannine (35), 5ft. 5in., Ashford, Kent.
Miss A. (18), Birmingham.
Gill (20), 5ft. 4in., Carshalton, Surrey.
Julie (28), 5ft. 6in., Midhurst, Sussex.
Pamela (18), 5ft. 7in., Northfleet, Kent.
Theresa (21), 5ft. 4in., Penge, London.
Glynis (35), 5ft. 5in., Rochdale, Lancs.
Margaret (35), 5ft. 2in., York.
Sarah (20), 5ft. 6in., Cheddar, Somerset.
Julie (20), 5ft. 4in., Runcorn, Cheshire.
Eileen (40), 5ft. 2in., Hainault, Essex.
Carol (18), Aylesbury, Bucks.
Mrs. P. (48), 5ft. 5in., Portsmouth.
Jennifer (29), 5ft. 7in., Caldicot, Gwent.
Karen (29), 5ft. 7in., Liverpool.
Helen (20), 5ft. 6in., Evesham, Worcs.
Joyce (54), 5ft. 7in., Ryde, I.O.W.
Denise (24), 5ft. 2in., West Bromwich.
Margaret (18), 5ft. 8in., Evesham, Worcs.
Jane (29), 5ft. 5in., Surbiton, Surrey.
Lousie (34), Birkenhead.
Janis (26), 5ft. 5in., Bradford, Yorks.
Jane (19), 5ft. 9in., Abergele, Clwyd.
Karen (27), 5ft. 7in., Brandon, Suffolk.
Debbie (16), 5ft. 4in., Looe, Cornwall.

DIARY

RNAY Fleetlands Open Day — June 7.
HMS Gannet Air Day — June 7.
Fleet Air Arm Field Gun public runs, HMS Daedalus — June 5, 12, 19, 26, July 3.
Portsmouth Field Gun public runs, Whale Island — June 5, 12, 19, 26, July 3.
HMS Daedalus Air Day — July 19.
Portland Navy Days and Air Day — July 19 and 20.
RNAS Yeovilton International Air Day — July 26.
RNAS Culdrose International Air Day — July 30.
Portsmouth and Plymouth Navy Days — August 23, 24 and 25.

● Additions to the diary will be considered if submitted in writing to the Editor.

Thanks for sympathy

HMS Achilles: Mrs Rita Stocker sincerely thanks friends of her son "Squeaky," AB(EW) Stocker K.D., for the floral tributes and messages sent to herself and family on the very sad loss of her husband Arthur.

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PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in February.

OPERATIONS BRANCH

(SEAMAN GROUP)

To CPO(OPS)(R) — P. R. Phillips (Glamorgan).

(COMMUNICATIONS GROUP), REG, PT and R

To CRS — G. Morris (SM1), M. S. Collins (Mercury), S. Hannigan (CMCM CFP JS SEA), M. O'Callaghan (CTF 345), J. D. Ham (Mercury).

To MAA — D. T. Byrne (Brazen), C. J. Hinks (Diomede), B. I. Chamberlain (Swift), M. Hewitt (CINCNAVHOME), P. Blake (Hermione), R. D. Parsons (Rooke).

To CPOPT — T. H. Davies (Drake), K. Rowcroft (Rooke), A. M. Perkins (Broadsword), J. W. Storey (Temeraire).

SUBMARINE SERVICE

To CWEM(O)(SM) — K. G. Hall (Repulse Port).

MARINE ENGINEERING

To CMEM(M) — N. D. Aldridge (Illustrious), S. C. Williams (Sultan), P. O. Hutson (Gloucester).

WEAPON ENGINEERING

To CWEM(O) — J. Marfleet (Phoebe).

SUPPLY AND SECRETARIAT

To CPOWTR — S. K. Gilbert (COMNAVSOUTH).

To CPOSA — G. Page (Juno), B. G. Bagshaw (Neptune), J. R. Wilkie (Claverhouse), G. W. Pounder (Daedalus), J. Kay (Heron).

To CPOCK — J. G. Hickson (Exeter), H. Enright (Aurora).

MEDICAL BRANCH

To CPOMA — M. Huddart (Sovereign), A. Brannan (Trafalgar), M. B. Shaw (INM Alverstoke).

FLEET AIR ARM

To CAEM(M) — M. J. Mayes (Royal Arthur), J. G. Uncles (Osprey), D. P. Shane (Daedalus).

To CAEM(WL) including (L), (W) and (O) — J. D. Rainbow (846 NAS), C. J. Bell (Osprey), P. Batchelour (Invincible), J. F. Morrison (Neptune).

To CPOA(AH) — F. D. Wood (Heron).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in January for the following ratings to be promoted to acting charge chief artificer.

To ACCAEA(L) — N. R. Uden (Daedalus), J. Hamilton (Daedalus).

To ACCAEA(M) — T. M. O'Reilly (Daedalus), K. Devonald (Osprey).

To ACCMEA(M) — A. Hall (Diomede), A. Ford (Juno), T. C. Holmes (Defiance FMB), T. A. Champken (Sultan).

To ACCMEA(L) — W. D. Lamb (Rothesay).

To ACCWEA(AD and CEW) — L. Webster (Aurora).

To ACCMEA(ML)(SM) — D. Chapman (Churchill).

To ACCWEA(WCS)(SM) — R. W. Sutcliffe (Neptune RNPS).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in November:

CPOMEA — D. Baines (Alacrity), D. Blundell (Portsmouth NB), M. Clarkson (Tireless), P. G. Francis (Defiance), G. D. Jackson (Illustrious), C. A. Joy (Birmingham), M. Kidd (Illustrious), S. J. Pike (Beaver), J. C. Reed (Cleopatra), P. Willers (Exeter).

ACPOMEA — J. Cook (Tireless), G. S. Coomber (Neptune), G. D. Disley (Defiance), A. D. Haile (Portsmouth NB), T. W. Henderson (Invincible), K. M. Hood (Dartmouth), A. Long (FO Portsmouth), A. Macintyre (Neptune), P. R. Norgate (Defiance), C. Parton (Charybdis), G. H. Rice (Defiance), K. Spence (Beaver), L. Westow (Sovereign).

CPOMEA(M) — S. E. Tinkler (Cardiff).

ACPOMEA(M) — D. Crawford (Portsmouth NB), P. J. Dunkley (Alacrity), R. V. Price (Apollo).

APOMEA(L) — S. S. Douglas (Sultan).

CPOWEA — C. B. Anderson (Aurora), P. A. Gall (Brilliant), R. J. Goss (Collingwood), D. C. Jackson (Exeter), S. R. Jackson (Argonaut), W. R. Lynes (Active), A. K. Morgan (Nelson), M. Parker (Brazen), T. Prosser (Olympus), P. Roberts (Collingwood), M. S. Sumpter (Arethusa), C. R. Thorne (Defiance).

ACPOWEA — T. C. Cooper (Dolphin), S. Johnson (Dolphin), A. W. McCartney (FOSNI), R. J. Payne (Glamorgan), T. R. Webb (Otus).

FIRST CLASS TECHNICIAN

HMS Centurion has been notified of the following promotions to first class technician which were made by commanding officers in November:

ACTI — G. K. Hood (SCU Leydene).

MTI — I. E. Douglas (RNH Haslar), P. L. Quanstrom (Rooke).

AMTI — C. P. Sexton (RNH Haslar).

POINTS LEADERS

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at February 1, 1986.

Intermediate (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during January.

PO(EW)/RS(W) — Int (8.5.84), Nil; **LS(EW)/LRO(W)** — Int (26.2.85), 5; **PO(M)** — Int (6.11.84), 1; **LS(M)** — 135, 6; **PO(R)** — 103, Nil; **LS(R)** — Int (7.6.84), 9; **PO(S)** — Int (6.11.84), 5; **LS(S)** — Int (13.1.84), 9; **PO(D)** — Dry, Nil; **LS(D)** — Dry, 1; **PO(MW)** — Int (25.3.85), 1.

LS(MW) — 114, 1; **PO(SR)** — Dry, Nil; **LS(SR)** — Dry, Nil; **POPT** — 499, Nil; **RPO** — 442, 7; **RS** — 189, 3; **LRO(G)** — Int (25.9.84), 8; **CY** — 308, Nil; **LRO(T)** — 92, 1; **PO(S)(SM)** — Dry, 1; **LS(S)(SM)** — Int (31.7.85), Nil; **PO(TS)(SM)** — Int (1.8.85), Nil; **LS(TS)(SM)** — Int (29.4.85), 3; **RS(SM)** — 353, Nil; **LRO(SM)** — Int (4.12.84), Nil; **PO(UW)(SM)** — Dry, Nil.

POMEM(M) — 84, 16; **LMEM(M)** — 179, 15; **POMEM(L)** — Int (18.7.84), Nil; **LMEM(L)** — 77, Nil; **POWEM(O)** — Dry, 2; **LWEM(O)** — Int (25.6.84), 5; **POWEM(R)** — Int (10.12.85), 5; **LWEM(R)** — Int (3.8.84), Nil; **POMEM(M)(SM)** — 217, 7; **LMEM(M)(SM)** — 181, 9; **POMEM(L)(SM)** — Int (22.8.84), Nil; **LMEM(L)(SM)** — Int (7.11.84), Nil; **POWEM(O)(SM)** — Dry, 1; **LWEM(O)(SM)** — Int (10.2.84), Nil; **POWEM(R)(SM)** — Dry, Nil; **LWEM(R)(SM)** — Int (6.11.84), 1; **POWTR** — 142, 5; **LWTR** — Dry, 9; **PO(SEA)** — Int (14.6.85), Nil; **POSA** — 500, 2; **LSA** — 237, 3; **POCA** — Int (21.6.84), 6; **LCA** — 374, 7; **POCK** — 186, 10; **LCK** — 198 12; **POSTD** — 471, 4; **LSTD** — Int (19.6.84), 6; **POMA** — 465, 3; **LMA** — 278, 5.

POAEM(M) — 327, 4; **LAEM(M)** — 369, 7; **POAEM(WL)** — Dry 2; **LAEM(WL)** — 330, 6; **POAEM(R)** — 224, 2; **LAEM(R)** — 186, 3; **POA(AH)** — 104, 4; **LA(AH)** — 199, 4; **POA(SE)** — 463, Nil; **LA(SE)** — Int (16.3.84) 1; **POA(PHOT)** — 807, Nil; **POA(MET)** — 872, Nil; **POACMN** — 327, Nil.

POWREN CK — 465, Nil; **LWREN CK** — 224, Nil; **POWREN DHYG** — 141, Nil; **POWREN DSA** — Int (5.6.84) Nil; **LWREN DSA** — 248, 1; **POWREN (RADAR)** — 359, 1; **LWREN(RADAR)** — 340, 2; **POWREN REG** — 355, Nil; **POWREN RS** — 141, 1; **LWREN RO** — 235, 5; **POWREN SA** — Int (21.2.85), Nil; **LWREN SA** — 249, Nil.

POWREN STD — 352, Nil; **LWREN STD** — 485, Nil; **LWREN TEL** — 398, Nil; **POWREN ETS** — (11.9.82), Nil; **LWREN ETS** — 318, 2; **POWREN WTR G** — 291, 1; **LWREN WTR G** — Int (16.10.84) 4; **POWREN WTR P** — 336, 1; **LWREN WTR P** — 291, Nil; **LWREN WTR S** — Dry, Nil; **POWREN AEM(M)** — 346, Nil; **LWREN AEM(M)** — 375, Nil; **POWREN AEM(R)** — Dry, Nil; **LWREN AEM(R)** — 242, Nil; **POWREN AEM(WL)** 60, Nil; **LWREN AEM(WL)** — 183, Nil; **POWREN PT** — 493, Nil; **POWREN WA** — Int (18.9.85), 1; **LWREN WA** — Int (21.2.84), 1; **POWREN MET** — 625, Nil; **LWREN MET** — 449, Nil; **POWREN PHOT** — 640, Nil; **LWREN PHOT** — 317, Nil; **PORGN** — Int (1.5.85), 2; **POEN(G)** — 359, Nil; **LEN(G)** — 104, Nil.

Since the formation of the ETS branch the roster for POWREN ETS has been run in strict Basic Date order, and any merit points awarded to former LWREN ED/TSA's have been cancelled. This situation will remain until further notice.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — 369, 1; **POWREN MT** — 742, Nil; **LWREN MT** — 629, Nil; **POWREN TEL** — 416, Nil.

SD LIST

WARRANT officers selected for promotion to temporary acting sub-lieutenant have been named as follows:

J. M. Watts, to temporary acting sub-lieutenant (SD)(E)(WE); J. M. Doig and N. J. D. Enoksen (SD)(E)(WESM); J. Griffiths, (SD)(E)(ME); D. Weaver (SD)(E)(MESM); G. Passmore (SD)(S)(W); and L. C. T. Garratt (SD)(S)(S).

The promotion date is April 21, 1986. Details are in DCI (RN) 10/86.

N.I. AWARDS

AWARDS in recognition of distinguished service in Northern Ireland are announced as follows:

Queen's Gallantry Medal — Cpl D. T. Smith, RM.

Mention in Despatches — LWren (R) D. R. Allen, Capt. R. H. G. Fulton, RM, Lieut.-Col. P. T. Stevenson, RM, and POAEA(M) M. A. Thomas.

CALLING OLD SHIPMATES

HMS Ganges: Mr. G. E. Embley, 49 Mount Edward Road, Dartmouth, Nova Scotia B2W 3K5, Canada, invites old classmates of Benbow 143/144, 1939, to meet him at the Ganges Association reunion in May, and to write to him.

HMS Fife 1966-68: Former members of the Fife's first commission interested in a get-together, are asked to contact Mr. Jim Cantle, 246, White Hart Lane, Portchester PO16 9AR, tel. Cosham 376192.

HMS Spragge (K572): Mr. Toney Story, ex-CPO Tel, 34 Southfield Way, Broomhill, Tiverton, Devon, EX16 5AL, wants to hear from old shipmates interested in joining him with four others on a visit to Normandy in June, with the South West Normandy Veterans.

HMS Rorqual: Mr. Tom Hyden ex-leading stoker, 8 Broadwater House, Albion Terrace, Gravesend, Kent DA12 2SS, would like to contact old shipmates.

HM ships Maidstone and Devonshire: Mr. Mike Smith, "Smithland," Magdalen Road, Tilney-St-Lawrence, Kings Lynn PE34 4RE, tel. Wisbech 880582, wants to get in touch with Nibbler Nye of the Maidstone in the West Indies, 1958, and ex-PO David Newman of the Devonshire, 1962.

Mr. R. Daley, ex-Air Mech (A), 36 Merganser, Wilnecote, Tamworth, Staffs. B77 5NN, would like to hear from ex-members of 741 Squadron (Swordfish) HMS Condor 1944-45, and of HMS Perseus 1945-46, Pacific.

HMS Welshman 1942-43: Mr. A. Burnside, 165 Horsedge Street, Oldham OL1 3DP, tel. 061-624-5670, wants to contact survivors or next of kin.

Mr. W. S. Crocker, Eastern Bungalow, High Street, Leigh, Tonbridge, Kent TN11 8RP, tel. 0732-832580, wants to get in touch with Mr. B. F. Dufty of Redruth, ex-Tel who served in HM ships Impregnable (1939), St George (Collingwood 201W), Dunkirk (1947) and Dalrymple (1950-51).

Mr. J. A. S. Carr: 5 Lagland Court, East Street, Poole, Dorset BH15 1RL, wants to hear from old shipmates of LCF 20 (1943-44), LTR 459 (1944-45) and HMS Pongol shore base, Malaya.

Mr. Bryan Mears: 38 Bethel Crescent, Christchurch 5, New Zealand, will be visiting the UK in July or August, and would like to contact old shipmates, especially Andy Andrews of HMS Beagle, who came from Chester, and George (Taff) Popham of Cardiff, who served in HMS Isis.

HMS Leander 1984: Mr. S. C. Howart, ex-LRO(G), 19 Grimshaw Street, Offerton, Stockport, Cheshire SK1 4DN, tel. 061-429-0061 (home), 0457-64223 (work), wants to contact LRO(G) A. L. Davies.

HMS Havock 1937-40: Mr. Griff (Jess) Owen, ex-AA1, 26 Stanwell Way, Wellingborough NN8 3DF, would like to hear from Ginger Jukes or Dukes, of Wigan and old shipmates of HM ships Vanquisher (1935-36), Manxman (1941-42), Phoebe (1942) and Troubridge (1943-45).

HMS Lincoln 1960-62: Will Mr. Grahame Roberts, ex-JM(E)1, ring Brixham 7841, reference the silver wedding in April of Mr. Jim Morrow.

Mr. R. Bennett, 81 West Drive, Tintwistle, Hyde, Cheshire, wants to contact Mr. Norman Beatty, last known in Dublin, who served with him at HMS Collingwood, and Mr. William Cairns Swinley of Dunfermline, who served with him in HMS Ocean.

HMS Stork: Will Ken Blewitt, please contact Mr. Brummie Bailey, ex-AB, of 623 Queslett Road, Great Barr, Birmingham B43 7ER, tel. 021-360-3167.

HMS Victorious 1941-45: Mr. Charles Minett, 82 Marle Hill Parade, St Pauls, Cheltenham, Glos GL50 4LQ, tel. 0242-580591, wishes to trace John Quinlan, Jack Day, 'Rosie,' 'Tommo,' or any other communications ratings interested in a reunion.

Mr. Bert (Yorkie) Cooke, Flat 31, Brunswick Street, Primrose Hill, Wakefield, W. Yorks WF1 4PW, who joined HMS Raleigh, August 24, 1943, and went on to serve in ML591 and 905, and MTBs 5051 and 5007, 37th and 38th Flotilla, would like to hear from old shipmates.

HMS Espiegle: Mr. S. H. Rolfe, 8, Ray Gardens, Barking, Essex, would like to hear from old shipmates of the wartime minesweeper.

HMS Algerine: Mr. J. Redhead, 11, Church Close, Little Abington, Cambridge, CB1 6BH, would like to get in touch with ex-POs Farmery and Kerry.

HMS Rapid: Mr. P. Yates, 29 Appleton Road, Heaton Chapel, Stockport, Cheshire, SK4 5NA, would like to contact old shipmates 1942-45.

HMS Hero: Mr. R. T. Taylor, 26 Melville Road, Winton, Bournemouth BH9 2PL, wants to get in touch with Buck Taylor, ex-LS, who was left swimming with him in the Mediterranean when the ship left to chase a U-Boat after picking up survivors of HMS Medway. He would also like to trace the officer of the Medway who was in the ship's sick bay and found it difficult to swim.

HMS Centaur: Mr. G. M. Revill, 19, Hamlet Lane, South Normanton, Derbyshire, DE5 52JB, would like to trace old shipmates Atty Atherton, Willy Wilesmith, Wiggy Wigget, Terry Galliford and Barney Barnett, mostly of 36B Mess, with a view to inviting them to his silver wedding celebration on March 6.

Mr. L. Wilson, 20 Ripley Street, Lightcliffe, Halifax, HX3 8UA, would like to contact any landing craft men who were at Birdham in 1943 and Aden in 1945, especially Bill Deval and Charley Gibbons.

HMS Sydney: Mr. George H. Hilton, 23 Alexandra Avenue, Wentworth Falls, New South Wales, Australia 2782, wants to hear from ex-RN members who transferred or were on a two-year loan from the RN to the RAN in 1948-49, and formed the ship's company of the aircraft carrier, HMAS Sydney.

HMS Ark Royal: Mr. P. E. Morrow, 56 St Maurice Road, Plympton, Plymouth, Devon PL7 3NT, would like to hear from MEM Parish Skipper who served in the Ark Royal in 1975.

Old Illustrians of the south: Mr. T. B. Jones, 49 Wych Lane, Bridgemary, Gosport, Hants, tel. Fareham 282930, would like to hear from you with a view to forming a Southern Area branch.

HMS Jersey: Mr. J. V. G. Mills, 18 Picket Piece, near Andover, SP11 6LY, would like to hear from old shipmates of HMS Jersey.

HMS Lysander: Mr. F. G. Phillips, 17, Cobmead, off Stonecross Road, Hatfield, AL10 0JF, now a member of the Algerines Association, is hoping to attract more ex-Lysanders to join him and the only other one.

REUNIONS

Channel Islands Liberation Force 135: Old comrades of Liberation Force 135 and members of the pre-1940 garrison are holding a reunion buffet in Guernsey on May 8. Those interested contact Mr. E. A. Thomas, Channel Islands Occupation Society, 110 Fort George, Guernsey, tel. 0481-21143.

Convoy Signalmen: A 40th-year weekend reunion for ex-convoy signalmen stationed at HMS Leigh 1939-45, will take place on Oct 4-5 at Southend-on-Sea, Essex. Details from Mr. S. A. Dulieu, 14 Forrest Close, South Woodham, Ferrers, Essex CM3 5NR.

HM ships Bonaventure and Hereward (1941): A reunion of survivors, their rescuers, and families will take place at the Royal Fleet Club, Plymouth, March 22, at 7.30 pm to be followed next day by a Palm Sunday service at 10.30 am at St Nicholas Church, HMS Drake. Advance notification should be sent to Mr. Wesley Wilton, Harrowbarrow, Callington, Cornwall, tel. 0579-50230. Crew members of the Naiad, who shared manoeuvres, are also welcome.

HMS Frobisher: Reunion on Saturday, August 30, at the Royal Sailors' Home Club, Portsmouth, at £8 per head, guests welcome. For details send stamped addressed envelope to Mr. Peter Gerrard, 13 Kimberley Drive, Lydney, Glos GL15 5AD, tel. Dean 43470.

RNTT Mombasa, Kenya 1964-67: Personnel who served in the first RN training team seconded to the Kenya Navy, and who are interested in a reunion over the weekend of July 19-20 at Annan, Dumfrieshire, contact: Hamish and Effie Kennedy, Queensberry Arms Hotel, 47 High Street, Annan, Dumfrieshire, Scotland, tel. 04612-2024/2025.

HMS Stygian: Wartime members of the crew interested in a reunion, contact Mr. Don Pritchard, 10 Harthurstfield Park, Gloucester Road, Cheltenham, Glos. GL51 OSZ tel. Cheltenham 513186.

Green Beret Royal Marines Association Dinner Dance on April 4 at the RM Barracks Deal, Kent. Tickets at £10 available from Mr. J. W. Beech, 99 Hereson Road, Ramsgate, Kent.

HMS Warwick: Survivors interested in a third reunion contact Mr. Bill Spear, 1 Lyngford Road, Taunton, Somerset, tel. Taunton 89798.

Tenth Destroyer Flotilla 1944-45: Fifty ex-ratings going on reunion trip to Britanny May 2-5. Spaces for 20 more. Contact Mr. John J. F. Bull, 8 Tilbury Road, East Ham E6, London, tel. 01-471-5990.

30th Entry RAF Halton Aircraft Apprentices: Former members who transferred to the RN Fleet Air Arm in 1938-39, and interested in a reunion who have not been contacted write to Mr. Vic Phillips, 66 Fleet Way, Shalfleet, Isle of Wight PO30 4PP, tel, 0983-78640.

21st Destroyer Flotilla 1939-45: Those interested in a reunion in London in May, contact: Mr. N. White, HMS Blencathra Assn., White Hart Cottage, Bow, Devon E17 6EX, tel. 03633-520.

Hood Division 1946-50: Former aircraft artificer apprentices interested in a 40th anniversary reunion at Southsea in October contact Mr. J. Smith, 4 Abbeyfield Drive, Catisfield, Fareham, Hants PO15 5PJ, tel. Titchfield 42571.

56th Flotilla (Med): Wartime survivors of MCB 658, 663 and MTB 655, interested in a reunion in May to meet former Lieut.-Cdrs. Cornelius (Corny) Burke and Tommy Ladner of Vancouver, contact: Mr. Justin (Joss) Cowley, the Willows Farm, Smithy Lane, Mawdesley, nr. Orskirk, Lancs. L40 2QE, tel. 0704-822740. Stamped addressed envelope would be appreciated.

HMS Sheffield: Survivors and families are holding a reunion on May 4 at the Royal Sailors' Home Club, Portsmouth. For details contact CPO McClafferty, 61 Billy Lawn Ave, Leigh Park, Havant, Hants PO9 5HL.

HMS Middleton: Former members of the 1940s Hunt-class destroyer (L74) interested in a reunion contact Mr. B. Way, 6 Lyndale Road, Park Gate, Southampton, tel. Locks Heath 6404.

HMS Bellona: After 41 years, members of the former cruiser enjoyed a reunion onboard HMS President, in London. Ex-Bellonas who wish to keep in touch contact Mr. Arthur J. Willis, 83 Briar Road, Shepperton, Middlesex, tel. Chertsey 64383.

HMS Glamorgan: Reunion for members of the ship's company April-July 1982 to be held at Royal Sailors' Home Club, Portsmouth, at 1930 on June 14. Those interested contact POMEM McLaughlan, Traffic Control Office, Dreadnought Block, HMS Nelson, tel. Portsmouth Naval Base ext. 23900.

HMS Glasgow Old Boys Association Reunion on August 2, with a buffet supper at the Victory Club, HMS Nelson, Portsmouth (tickets £5.50 each), followed on the Sunday by a service in St Ann's Church, Portsmouth Dockyard. For details and tickets contact Mr. D. Hay, 89 Royal Avenue, Hough Green, Widnes, Cheshire WA8 8HK, tel. 051-424-7390.

Association of Wrens Northern Area Reunion at Harrogate, May 16-18, to which all ex-Wrens are invited especially those living in the area. For details contact Mrs. J. Sugden, 13 Beech Grove, Harrogate HG2 DET.

HM ships Dorsetshire, Cornwall and Hermes Survivors reunion will take place at Simonstown, Cape Town, on April 9. Those interested in a Hermes survivors reunion in the UK contact Mr. D. J. Necrews, 12 Llwyncethin Road, Gendros, Swansea SA5 8AL.

The Ganges Association fourth reunion takes place at Eurosports Village (site of the former HMS Ganges), on Saturday, May 10. For details contact Mr. J. (Happy) Day, 6 Church View, Newchurch, Romney Marsh, Kent TN29 ODZ.

HMS Charybdis Survivors reunion at Shaftsbury Hotel, Liverpool, April 11-13. Details from Mr. G. Robinson, 3 Irvine Terrace, New Ferry, Wirral, Cheshire.

HMS Brilliant (1980-83): A post-Falklands reunion evening will take place at the Royal Fleet Club, Plymouth, on Saturday, April 5 (2000-2359). Tickets at £5 each available from CCMEA(L) Reg Briers, HMS Brave, BFPO Ships tel. 041-959-1207, ext. 4787 (confirm by March 26).

HMS Paladin Association (1941-42), first annual general meeting takes place on Saturday, April 19, at the Union Jack Club, Waterloo, London at 1430 sharp, followed by a get-together in the forenoon and evening. All ships company members of P-class destroyers and HMS Dorsetshire — survivors of which were picked up by the Paladin — are invited to join the association. For details contact Mr. Fred Plenty, 43 Sydenham Road, Bridgwater, Somerset, TA6 4QD, tel. 0278-424641.

Eaton Hall Officer Cadets annual reunion dinner in London on March 12. The Hall was used as an evacuation site for Britannia Royal Naval College, Dartmouth and later as an Army officer cadet school in 1942-47. It has been suggested that the reunion should include former BRNC cadets. Contact the reunion secretary, Miss Sarah Jones, 12 Great George Street, London SW1P 3AD.

Weapons Mechanicians Association 1986 reunion will take place on April 12-13 at the WOs' and CPOs' Mess, HMS Dolphin from noon onwards on the 12th. For details contact CPO(WEA) Coates, Sonar Section, 529 Building, HMS Collingwood, Fareham, or telephone, Collingwood, ext 262.

HMS Sweetbriar reunion April 11-12, Cliff Court Hotel, Bournemouth. For details contact: Mr. R. A. Jannaway, 18 Churchfields, Twyford, Winchester, Hants SO21 1NN tel 0962 713776.

OVER TO YOU

Pilgrimage: Mrs. Leonora Lambert, 24 Jubilee Court, Nowton Road, Bury St Edmunds, IP33 2DD, booked to visit war graves on the island of Amboina in October, would like to meet or correspond with any widow going on the same journey.

Torpedo query: Mr. Oskar Kaaloy, Skogsoy, 4500 Mandal, Norway, seeks help in tracing the submarine which fired a torpedo during the Second World War between Kristiansand and Mandal, Norway. The number of the torpedo is 1122. It was found in 1970, and the warhead was detonated on the seabed. It is believed to be a Mk 8.

HMS Ivanhoe: Mr. J. N. Cain, 22 Western Avenue, Dinnington, Sheffield, S31 7SL, is trying to trace a photograph of HMS Ivanhoe 1937-40 (pennants D16, later I16).

Altmark Record: Mrs. Margaret Dawe, 50 Hermitage Woods Crescent, St Johns, Woking, GU21 1UE, is trying to locate copies of a record called "Altmark 1940," originally presented with the compliments of Oscar Deutsch, governing director, Odeon Theatres Ltd.

HMS Newcastle: Mr. C. J. Carter, 23 Micheldever Road, Whitchurch, Hants, who served in HMS Newcastle 1957-58, asks help in replacing a lost certificate presented to the crew for "membership of the World Circumnavigation Club."

Mnemonics: Lieut. Steve King, RNR(SCC), Greenwich Unit Sea Cadet Corps, Royal Naval College, Greenwich, SE10, is collecting examples of the Mnemonics recited in naval training days, and also asks if any have ever been published.

1947 Act: Carol and Robin Mills, 62 Limmer Lane, Felpham, Bognor Regis, are interested in contacting any Servicemen who have had dealings with Section 10 of the Crown Proceedings Act 1947.

Airborne lifeboats: Mr. S. E. Daniels, 1 Hill Cottages, Sandy Lane, Belton, Great Yarmouth, NR31 9LY, would welcome information from RN personnel who picked up survivors in airborne lifeboats, or who had any connection with these craft.

HMS Impregnable: Mr. N. Ambler, 5 Westmoreland Avenue, Bridlington, YO15 2QG, is seeking a copy of a group photograph of class V77, HMS Impregnable, taken in July 1943.

HMS Charybdis: Lieut.-Cdr. J. L. Michie, RN (ret), 18 The Thicket, Widley, Portsmouth, PO7 5JL, researching the first and only commission of HMS Charybdis 1941-43, would welcome contact with anyone who served aboard from the May to October 1943, when the ship was sunk.

HMS Atherstone: Mr. Ron Wills (ex-L/Sea), The Firs, Rolls Mill, Sturminster Newton, Dorset, DT10 2HP, is trying to locate a picture of his old ship, HMS Atherstone, and would also like to contact any of the ship's company 1941-44.

Liverpool visits: Sandra Gillett, who has helped organise social events for the ships' companies of HM ships Liverpool, Minerva, Brereton and Intrepid during recent visits to the city and plans further such events for HMS Boxer and HM submarine Warspite, writes to say ships with prospective visits would be welcome to contact her at The Kingston Hotel, James Street, Liverpool L2 7NX. Tel. 051-236-7656.

Ships' badges: Mr J.H. Naisbitt, retired employee of Swan Hunter, is seeking suppliers of ships' badges who can produce three-inch diameter alabaster plaques or crests of HM ships Albion, Lion, Daring, Pellew, Russell, Ark Royal and Illustrious. Mr Naisbitt, who worked on the building of those ships, can be contacted at 103 Savory Road, Rosehill, Wallsend, Tyne and Wear NE28 7EH.

HM ships Loch Fada and Miner IV: Mr K. Laycock, 15 Struan Drive, Ashley Heath, Ringwood, BH24 2HD, is seeking photographs and information of visits made by these ships from Jan 1960 to Nov 1963 and from April 1959 to Jan 1960 respectively. Mr Laycock is researching for a book on his naval career.

"The Secret Navies" by Cecil Hampshire (last published 1980) is being sought by Mr A.F. Blurton, 38 Orchard Lane, Pilgrims Hatch, Brentwood, Essex CM15 9RE. Tel. 0277-72677. He would be willing to buy a second-hand copy.

"The Forgotten Fleet" by John Winton is being sought by Mr Charles Minett, 82 Marle Hill Parade, St Pauls, Cheltenham, Glos. GL50 4LQ.

Exeter White Ensign Club welcomes all former and serving members of the RN, RM and WRNS. Open every day during normal licensing hours, at Trinity House, South Street, Exeter, EX1 1ED, tel. 0392-36673. A full programme of social activities is offered.

"British Forces in the Korean War" is a fund-raising book to be produced next year by the British Korean Veterans Association. All proceeds will be in aid of the BKVA and a pre-publication order form is available from Mr Ted Simpson (treasurer), 50 Marriott Close, Feltham, Middlesex, TW14 9PZ, tel. 01-890-6579. Cost is £10.50 (£11.50 for residents outside the UK). A substantial part of the book will be devoted to the Royal Navy and Royal Marines Commandos. The BKVA also produce their official journal "The Morning Calm".

HMS Wayland rescue: Mrs M. F. White, of 32 Priestley Way, Middleton-on-Sea, Bognor Regis, W. Sussex PO22 6RH, has two tasteful pin-up pictures presented to her husband after his key role in the towing of HMS Wayland by HM tug Tenacity on October 15-18, 1946. An inscription is signed "Lieut. E. Turner DSC RNR" and Mrs White offers them to someone who may have been connected with the operation.

Mr. Alan Coles, Centre for Journalism Studies, University College Cardiff, 69 Park Place, Cardiff, thanks readers who helped him compile "Flagship Hood" and now seeks contributions for a book on naval anecdotes, fictional or factual, first or secondhand. All correspondents will be acknowledged.

Zeebrugge Raid: Mr Harold Hart, of 12 Ayloffs Walk, Emerson Park, Hornchurch, Essex, tel Hornchurch 72099, whose father served in HMS Vindictive, seeks pictures, photographs and particularly an old lithograph of this action.

HMS Mayina, Ceylon: Mr John Lindop (ex-AB), Holly Bank, Duddon Common, nr Tarporley, CW6 0HG, one of a group of "career researchers" is seeking photographs of HMS Mayina in Ceylon, HMFDT 13 (fighter direction ship), St Budeaux and Vicarage Road camps at Devonport, and a drifter lifting mines in Trinco Harbour 1947.

ASSISTANCE TO AUTHORS

HMS Ganges: Information would be appreciated on the sailing ship at Mylor and its break-up at Plymouth, and or the Shotley establishment. Historical detail or stories of families would be welcomed by authors, c/o 27 Beech Road, Martock, Somerset, TA12 6DT.

G-class submarines: Information sought by Mr. A. Farley, 43 Conway Road, Hanworth, Feltham, Middlesex, TW13 6TE.

Information on **how the Navy is fed** is sought by Mr. G.W. Risby, 14 Hamilton Road, Ipswich, Suffolk, IP3 9AL. He is also seeking a 1936-39 BR 5 or a standard ration list of pre-war canteen messing.

Service humour: Mr R. Odgers, DWO(PSA), BFPO 36, part-time cartoonist, seeks humorous or bawdy stories for book. All material used will be acknowledged.

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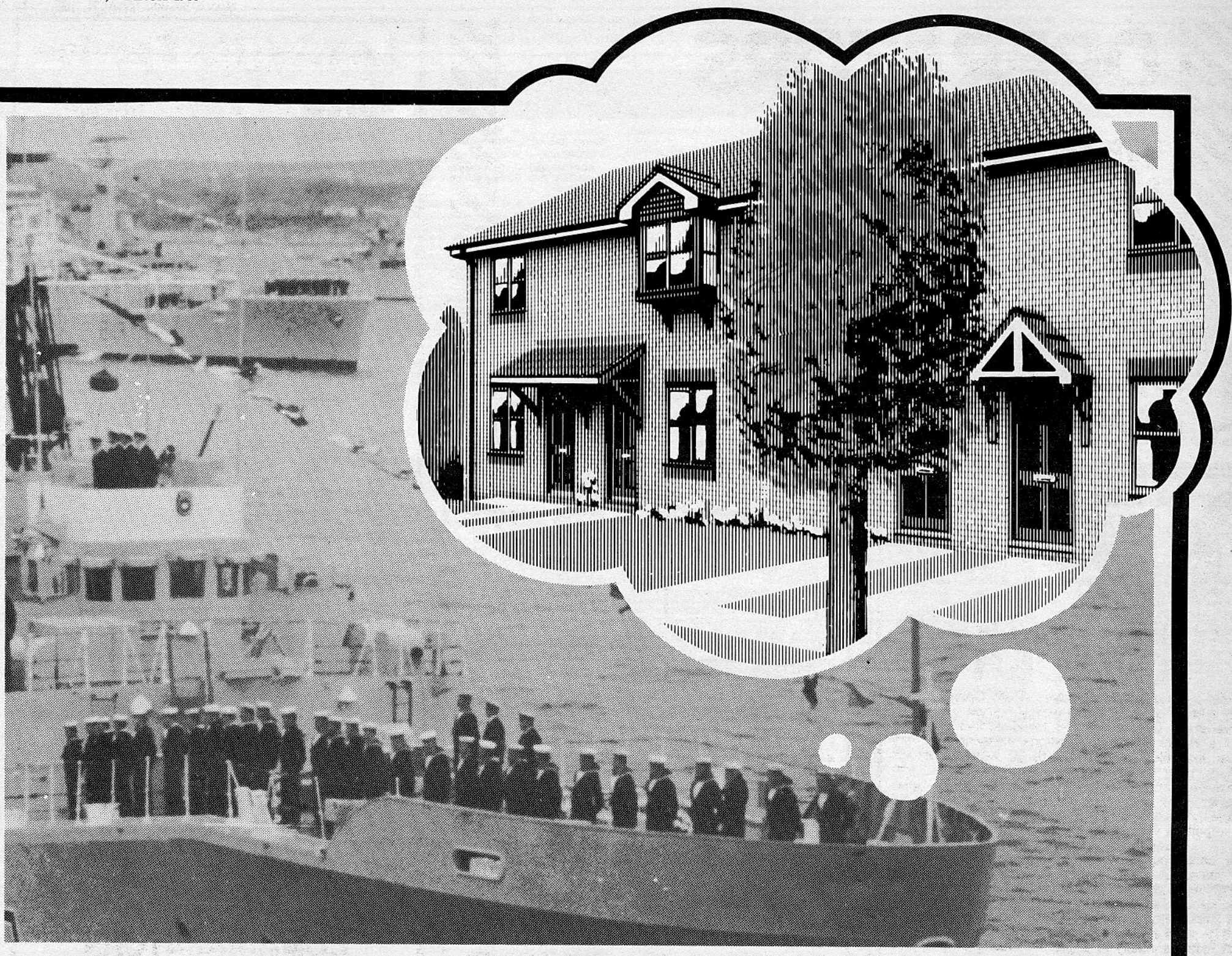
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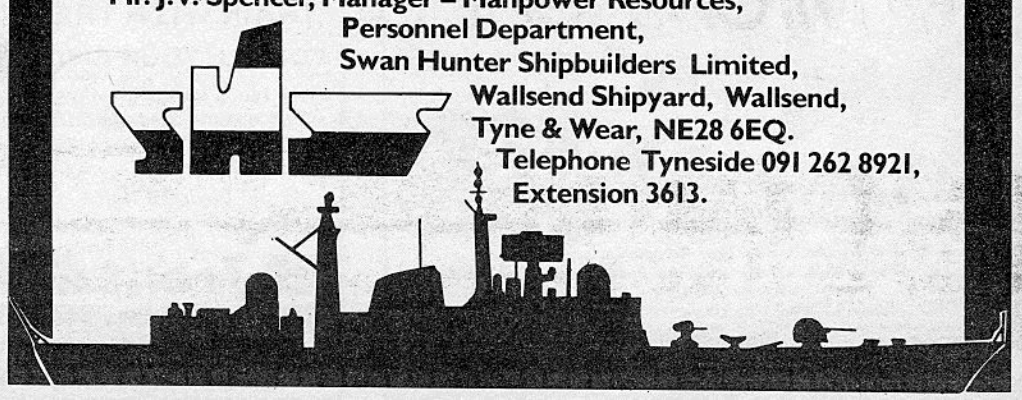
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Shooting stars make it five in a row

FOR THE fifth consecutive year the WRNS retained the Women's Inter-Service smallbore rifle championships, held at the snowbound WRAC training centre at Guildford.

Consistent shooting from the WRNS team, who have won the title 19 times in the past 29 years, made a score of 1,916 out of a possible 2,000. The WRAF were second with 1,915 and the WRAC took third place with 1,901.

The Newcombe Trophy was won by the captain of the team, Second Officer Cathy Watterson (Birmingham Careers Office) and the WRNS Medal was presented to PO Wren Sue Craddock, a telephonist on secondment to SHAPE.

Cathy, who has been secretary and captain for four years, and regrettably leaves the Service in the summer, was particularly pleased to leave on a winning streak. Her position will be filled by Sue Craddock.

Smallbore target rifle

The WRNS reserve team, determined not to be left out, also won their event. Taking part were Wren Carole Watson (HMS Raleigh) and Wren Diane Riggall (RM Deal), who both scored 189 out of a possible 200. Wren Riggall took the sport up just a year ago and Wren Watson was selected as the Young Sportswoman of 1985.

HARD WORK PAYS OFF

WINS over London University (12—7) and Brighton Shiverers (10—6) rewarded the hard work that the small RN water polo squad has been putting in under new coach CCMEA Terry Holder (Culdrose).

Strength of the squad has been sapped by the absence of key players, including the Royal Marines contingent.

Consequently, the depleted Navy team did very well to finish third last month behind Royton and the RAF in the annual Coventry invitation tournament involving the top ten clubs in the country.

Water polo

Five Navy players — LPT Micky Flaherty (Heron), Lieut. Rob Heatly RM (CTC), Sub-Lieut. Phil Walter (Manadon), WEA Gary Brickley (Collingwood) and POMEM Ian Mair (Sultan) — have been included in the Combined Services squad to take part in the NATO services tournament at Fountainbleu, France from March 17 to 22.

Good results boost squad confidence

BY THE time this column is printed the Inter-Service hockey championships will have been held and we will know whether the Royal Navy Under 21s retained their junior title and whether the good run of results achieved by the seniors in the New Year have been climaxed by their first title since 1980, **writes Brian Lupton.**

Looking at their results, it would appear that the juniors are a little weaker than usual — although the annual Midlands tour will give the new management team of CPO Wayne Shirley (manager, HMS Collingwood) and Cpl Alan White (coach, HMS Centurion) the chance to whip the squad into shape.

Stiffest build-up fixture was a day in the West Country when the team played West Schools in the morning and Somerset U-21s in the afternoon. The results were 10—0 and 7—0 defeats.

OXFORD

Oxford University were the first to suffer as the senior team made its mark. LWEM Terry Spinks (Cochrane) and AEM Paddy Moffat (Heron), 2, scored in the 3—1 defeat of the students. Next day British Police were on the receiving end of a 3—0 beating.

This time a brace of goals

Hockey

from CPOMEA Graeme Mather (Sultan) and one from Sub-Lieut. Robert Logan (Daedalus) did the trick.

On the following Sunday, Sussex took the lead through a penalty stroke, only for Terry Spinks to equalise in a similar way. That's how the score remained until Sussex netted with two minutes to go from a debatable penalty corner.

CAMBRIDGE

Next game also resulted in a defeat, by two goals to nil at the hands of Cambridge University.

Incidentally, on the same day the RAF were taking 65 minutes to break down the Oxford defences before running in two goals.

Since then both the Wiltshire and London University games have been casualties of the weather.

The seniors were winding up their preparations for the Inter-Service tournament with fixtures against Hampshire and the Civil Service either side of a weekend in Cheshire when the Army and the Royal Navy each play Bowden and Brooklands.

LOSERS

A check on last season's results reveals that the Navy lost 0—8 to Oxford, 0—7 to British Police, 0—5 to Sussex and 1—4 to Cambridge. So confidence is especially high, as last year the seniors went on to beat the RAF 2—0 and only lost 0—1 to the Army.

In the Midi Ships Cup, HMS Arethusa had a comfortable 5—0 win over HM submarine Sceptre when CMEM Casey Fernandez, WEM George Foreman, SEA Nick Carter, AB Hec Hoyle and WEM Ped Bath scored. In the local Plymouth Area cup, they themselves were beaten 5—0 by BRNC Dartmouth in an 11-goal match!

Fixtures

MARCH

1 — Football: RN Youth v Army Youth (Portsmouth).
1-2 — Netball: RNWNA v East Dorset (HMS Dolphin).
2 — Target rifle: RNTRC v Nat West (Tipner); Hockey: RN v Leicestershire U-19 (Loughborough).
3 — Indoor hockey: RNWHA v Southampton (Eastleigh).
3-5 — Hockey: Inter-Service tournament.
8 — Sailing: Invitation Cup Match (Nat West Bank) (Wraysbury); Rugby: RN v Army (Twickenham); Equestrian: Crookham Horse Trials; Athletics: CS v ECCU (RAF Halton).
9 — Target rifle: RNTRC v Wandsworth RC (Bisley).
10 — Hockey: RN(W) v Civil Service (Portsmouth).
12 — Rugby: RN v Roundhay (Leeds).
15 — Hockey: RNWHA v Cornwall (Plymouth).
15-16 — Sailing: RN/ARMY/RAF/Civil Service (Victory Trophy) (Littleton).
16 — Hockey: RNWHA v Devon (Plymouth).
19 — Football: RN v Army (Aldershot).
15-16 — Netball: RNWNA v Metropolitan Police (HMS Dolphin).
17 — Indoor hockey: RNWHA v Winchester (Eastleigh).
12-14 — Hockey: RNW Inter-Service Championships (Portsmouth).
19 — Swimming: RN v Western Counties (HMS Heron).
22 — Rugby: RN v RAF (Twickenham); Football: CS Youth v English Schools (Warwickshire); Cycling: Hilly time trial (Shawbury).
22-23 — Tennis: Inter-Services B (RAF Halton).
23 — Cycling: Med. gear time trial (Shawbury); Target rifle: RNTRC v Manydown (Bisley).
25 — Football: CS Youth v FA Colts (Aldershot).
26 — Football: RN v RAF (Portsmouth).
28-29 — Modern Pentathlon: National triathlon (Crystal Place).
29 — Modern Pentathlon: Regional triathlon (Sherborne).
29-30 — Tennis: 'B' team championships (RAF Halton).
28-31 — Hockey: Islanders Festival (Portsmouth).

Bawtree leads veterans' charge

ROYAL NAVY veterans showed the way at the Inter-Service squash championships at Lee-on-Solent Lawn Tennis and Squash Club, defeating the RAF 4—1 and the Army 3—2 in a most thrilling encounter.

Cdr. Robin Bawtree won both his games as first string, and Lieut.-Cdr. Mike Benson also won both his games. Cdr. Phil Pool won against the RAF, as did Cdr. Mike Sauvage and Lieut. Brian Gibbs. Others in the squad were Lieut.-Cdr. Nick Alves and Brian Donnachie.

A weakened Under 25 team lost 5—0 to the RAF but took

Squash

the Army desperately close before going down 2—3. On the final day the Army turned over the much-fancied RAF 3—2. It was so close to being a three-way tie.

Army domination of the senior event continues into its 13th year, but all credit to Lieut. Bill Johnson and the fighting spirit of his team, which contested every match with considerable courage and outstanding sportsmanship.

Final positions were: **U-25** — 1, Army; 2, RAF; 3, RN. **Senior** — 1, Army; 2, RAF; 3, RN. **Veterans** — 1, RN; 2, Army; 3, RAF.

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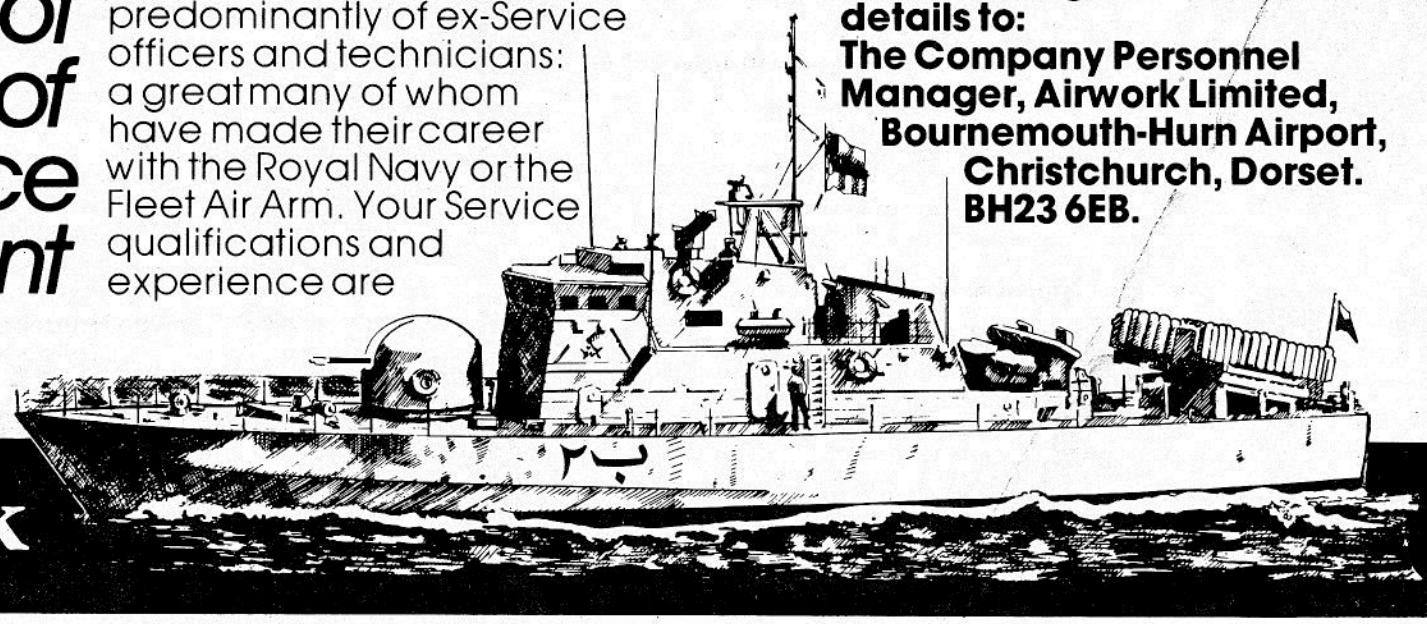
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1983

Army made to battle for crown

THE ARMY retained the Inter-Service team boxing championship by beating the Royal Navy six bouts to four at Aldershot on February 6. For much of the evening, however, they looked like losing their title or, at best, having to share the spoils.

With the Army confidently expected to sweep the Navy aside after hammering the Royal Air Force 10—0, it was the lads in dark blue who took everyone by surprise.

So fiercely did the "little" men fight, that the Navy led 4—1 at one stage, and the Army were staring defeat in the face. But in the best traditions of this marvellous annual confrontation they came storming back to win the next five bouts.

The Navy's first five were magnificent, and outstanding among them was MNE Dave Robb. He shrugged aside last season's defeats by DVR Neil Haddock to outpoint the Army and Wales lightweight with a text-book display of long-range boxing.

CK Dave Pope (bantamweight) also won in the most impressive fashion, knocking out the classy LCpl Keith Howlett five seconds before the end of the first round. Howlett stopped moving just twice, and that was long enough for Pope. On the first occasion he almost cut Howlett in half with a left hook to the body.

The Army boy beat the count and counter-attacked bravely. But Pope's next left hook caught him flush on the chin. End of contest.

Royal Marines Colin Day (featherweight) and Peter Waights (light-welter) both looked ring rusty but won because they simply would not entertain the thought of defeat. Neither moved or punched with any crispness, but made sure of their decisions by non-stop aggression.

AB(M) Tony Martin lost the opening flyweight contest to the accomplished SPR John McLean, but boxed as well as he has ever done in a Navy vest. Although McLean deservedly won a unanimous points decision, he was considerably more bruised and pressurised than Martin at the final bell.

New Navy welterweight MNE Karl Jones was stopped in the first round by a crushing body punch from FUS Errol Holder, a contest the Army had to win.

MNE Phil Nicholson at light-middleweight never stopped chasing RFN Tony Velinor, but had no real defence against Velinor's superb counter-punching.

If the final result turned on one contest, it was probably the middleweight bout between SA Andy Chambers and new recruit PTE Nnamdi Samuels, a London ABA finalist last year.

Chambers, despite a public warning for holding, consistently outscored Samuels and was more aggressive. But the judges awarded the contest unanimously to Samuels.

Light-heavyweight MNE Steve Heryet could not lift his pace sufficiently to beat the mediocre FUS Danny Coyle, and LMEM(M) Mick Ford did well to survive his heavyweight debut against the formidable Cpl Horace Miles.

Boxing

RN 7, RAF 3

THREE impressive debuts highlighted the Royal Navy's 7—3 win over the Royal Air Force in HMS Nelson on February 20, all featuring youngsters who have much to offer Navy boxing in the future.

SEA Dale Randle (Dolphin) earned a majority points decision at flyweight, WEM Tony Westwood (Collingwood) won well at light-middleweight, and SEA Quentin Shillingford (Dolphin), although beaten on points by Inter-Services lightweight veteran Steve Snagg, revealed an abundant talent.

Add to that another commanding performance by MNE Dave Robb (Comacchio Coy), surely the most improved boxer in all three Services; a much more committed MNE Steve Heryet (40 Cdo) at light-heavyweight; and inside-the-distance wins for MNEs Colin Day (Centurion) and Peter Waights (RM Plymouth).

CK Dave Pope (Culdrose) was given a walkover at bantamweight, SA Andy Chambers (Vernon) lost on points at middleweight, and heavyweight LMEM(M) Mick Ford (Boxer) was stopped in the third.

Bob Thompson

THE DEATH of Lieut.-Cdr. A. R. V. Thompson MBE RN (retd) has robbed Royal Navy sport, and Navy boxing in particular, of one of its most committed enthusiasts.

Bob Thompson died on February 11 at the age of 59. He retired in May 1976 but continued until recently to administer boxing and other sports in the Navy.

His dedication to the RN Boxing Association, of which he was secretary and treasurer, was rewarded during the late Seventies and early Eighties by one of the most successful periods in naval boxing history.

A memorial match for Bob will be held in St Ann's Church, Portsmouth Naval Base, at 1130 on March 24.

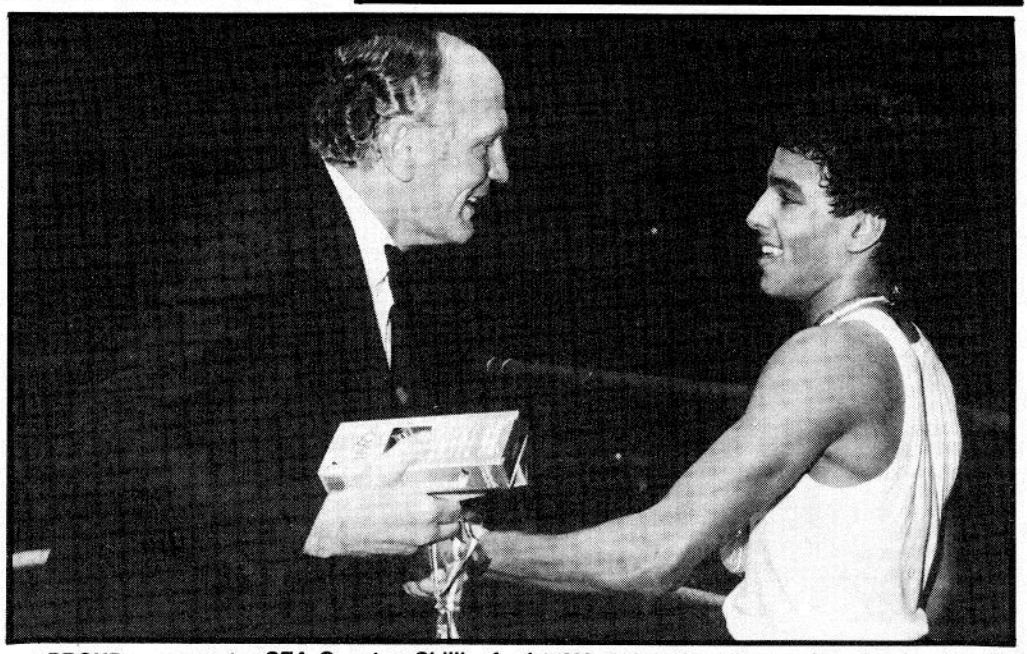
MIKE GETS VOTE

VETERAN cyclist CMEA(M) Mike Marchant has been voted winner of the prestigious NATO Trophy — the Royal Navy's Sportsman of the Year award — by members of the RN and RM Sports Control Board.

Marchant, individual winner of 14 Inter-Service events and inspiration of the successful Navy cycling team, narrowly pipped international athlete Lieut. Chris Robison. Golfer Lieut-Cdr. Malcolm Edmunds was third.

The Sports Control Board Cup for the team of the year went for the second time in three years to the RM free-fall parachutists, who set new British and European day and night stack records, equalled the world stack record of 23 parachutists, and won a canopy-full of medals at the national relative work championships.

The Navy cyclists were second, and the RN Women's smallbore rifle team and the Naval Air Command rigle team were joint third.



PROUD moment for SEA Quenton Shillingford (HMS Dolphin) as he receives his trophy from Henry Cooper after winning the NABC lightweight title at the Grosvenor House Hotel.
Picture: Mike Roberts

Chris speeds to 6th title

LIEUT. Chris Robison won the RN cross country championships at HMS Raleigh on February 7 by three seconds from Lieut. Terry Osborne, and in doing so beat the record five Navy titles achieved by Lieut.-Cdr. Danny McFadzean.

Four inches of snow fell in blizzard conditions before the races, and the start was made in almost white-out conditions.

A veteran race was held for the first time and won by Plymouth. Individual winner was CCPO Waddingham (Air), followed by Lieut.-Cdr. Guy (Plymouth).

Wren Gale (Portsmouth) was the first Wren home, gaining revenge over POPT Grace who had beaten her in the Portsmouth Command championships. Portsmouth retained the WRNS trophy.

Individual winner of the junior race was Mid. Tangye (BRNC), two minutes ahead of JMNE Booth (CTC). The Royal Marines took the team title. Naval Air Command won the senior team trophy, with Plymouth squeezing Portsmouth out of second place.

Rugby

Freeze trims fixture list

FROZEN pitches have put paid to two of the Royal Navy's outings as they prepared for the Stewart Wrightson match against the Army at Twickenham on March 8 and the RAF encounter on March 22.

Only the game against Leicester at Welford Road on February 26 remained for the selector to do his stuff.

The fixtures against Glamorgan Wanderers and the Civil Service were both victims of the big freeze, so the last time the Navy were in action was against Oxford University at Burnaby Road on February 5.

THREE TRIES

That encounter ended in a 14—16 defeat for the Senior Service, despite the fact that they scored three tries to one. Glyn Wood, Barry Howarth and Andy Kellett all crossed the line, one of which Gerry Price converted, but had no answer to the boot of student fly-half Ashley Johnson. He kicked three penalties and a drop goal and scored a try.

At the end of January the Navy made all the running in defeating Cambridge University 13—6 at Grange Road.

GLOUCESTER SLIDE IN

AFTER beating Cornwall 1—0 in their opening South West Counties championship match, the Royal Navy soccer team were literally frozen out by Gloucestershire on a pitch that would in parts have made a good ice rink, **write Jack Sheppard.**

The match, at Burnaby Road, Portsmouth, was in doubt until the last minutes, but good work by the ground staff allowed the referee to give the go-ahead.

A back-pass by Budge Rogers was intercepted by Gloucester City striker Norman Bell after just three minutes to give the visitors a lead they held despite the most intense naval pressure.

Steve Johnson (Dryad) blasted over the bar, and John Rich (CTCRM) fired in a shot that rebounded off the Gloucestershire goalkeeper's face.

LPT Fred Pickering (Warrior) scored the only goal of the game against Cornwall after an excellent cross from Andy Grace (Haslar). Back in goal for the Navy was former Scottish Football League and Combined Services 'keeper Tony Miklinski, who was a regular member of the Navy side until his appointment to the Royal Marines took him off to Norway during the heart of each season.

He soon showed he has not lost his touch by saving a penalty.

On the same day, the RN Youth team drew 2—2 with Cornwall Youth.

Consistent goal-scorer John Rich was on target against the Civil Service at Chiswick in pouring rain and high winds. The match ended in a 1—1 draw although the Navy had their chances to clinch it in the second half.

SENIOR DEBUT

Manager Lieut.-Cdr. Chris Brady brought in Youth team player WEM McKane (Andromeda) for his senior debut, and gave App Daisy Adams (Sultan) a third outing in goal.

Rich was on the scoresheet for Combined Services in their 2—1 victory over Loughborough University, a match made possible by their all-weather pitch. Games against the Football Association and Aldershot Town were frozen off.

Also involved against Loughborough were MNE Shiner Wright (CTCRM), Cpl Tiv Lowe (RM Poole), LPT Mark Williams (Neptune) and LPT Mac McCarthy (Dolphin).

As Navy News was going to press, the Navy was playing Wiltshire at Swindon and Somerset at Taunton. The Inter-Services matches are on March 19 against the Army (Aldershot, 1430 kick-off), and March 26 against the RAF (Burnaby Road, 1930).

On March 1 RN Youth play Army Youth at Burnaby Road (1100), and on March 4 Combined Services take on the French Armed Forces at Aldershot (1930).

Fleet sport

Bristol is first winner

HMS BRISTOL defeated HMS Glamorgan by 14 points to six to win the 1986 Maxi-Ships rugby final, the only Fleet competition to be concluded so far.

Glamorgan were ahead by two penalties to a dropped goal at the interval, but Bristol stormed into the lead with second half tries by WEM Tony Stevenson and LPT Ivan Torpey.

Finalists in the Maxi football competition are the Glamorgan and HMS Ark Royal, who are hoping to meet at Portsmouth in April.

The Maxi hockey has reached semi-finals stage, with HMS Intrepid (3—2 winners over the Bristol) due to play the Glamorgan and HMS Illustrious drawn against sister carrier Ark Royal.

Midi and Mini competitions are not so advanced. HM ships Alacrity, York, Juno, Edinburgh and Rothesay are still in the Midi rugby, and Ariadne, Euryalus, Rothesay, Yarmouth, Edinburgh, Manchester, Phoebe, Galatea and Brazen are left in the soccer.

Arrow tops 21 Club

HMS ARROW won the six-a-side soccer and hockey competitions at the first sports Olympiad held by the six ships' companies of the 4th Frigate Squadron at the Brickfields, Plymouth.

HMS Alacrity won a surprise victory in the rugby sevens, while HMS Amazon came second in all three sports. HMS Ambuscade was away at sea for the day but managed to land a 14-strong team to take part.

It is hoped to hold the "21 Club Games" on a regular basis for the Devonport-based Amazon-class frigates of the squadron.

HMS Avenger inaugurated a new 21 Club "Jogger of the Walk" trophy by completing a 100-mile relay in awful weather at the Brickfields in 10hrs 55min 53sec. Fastest of the 100 joggers, who each ran four laps, was CPOMEA John Gourlay with a time of 5min. 18sec.

Bobbers hit by avalanche threat

THREAT of an avalanche caused by exceptionally bad weather brought about the cancellation of the Inter-Services bobsleigh championship at Cervinia in Northern Italy.

But the Navy squad did get in ten days of valuable training before the weather broke, and this should stand them in good stead for next year's competition.

In fact, Navy riders managed to win twice as many trophies as the Army and the RAF combined — thanks to the local tourist board! They awarded cups for the most entertaining and courageous performances to Lieut. Chris Barrows, LMEA Jan Otterson and LMA Steve Richie.

Lieut. Peter Mason won the prize for the best novice driver.

Athletes interested in joining the squad next year should contact Lieut. Mason on HMS Sultan ext. 2680. It is stressed that very strong nerves and an exceptional level of physical fitness are essential in prospective squad members.

Air Command sweeps board

NAVAL AIR COMMAND skiers dominated the RN championships at St Johann in the Austrian Tyrol, winning the individual, Command, ships' race and establishment titles, and completely shattering the hold that the Royal Marines have had on this event for the past 13 years.

Lieut. Nick Brewer (Daedalus) won the overall individual trophy, while Mid. Tom Wilson (BRNC) took the Division I individual honours, and Lieut. John Toon (Daedalus) the Division II title.

Brewer, Toon and LAEM Nick Griffin formed the Naval Air Command team, and with Lieut.-Cdr. Peter Legge also took HMS Daedalus to victory in the establishment Giant Slalom. RNEC Manadon were second.

HMS Gannet-based 819 Naval Air Squadron won the ships' Giant Slalom with 820 NAS (Culdrose) second. 819 were represented by Lieut. Peter Herridge, AEM Richard Allan and Lieut.-Cdr. James Rapp.

POWren Lorraine Twine won the women's competition.

SPORT

HOSTS TRAIL IN ITALY



The Royal Navy Alpine ski team at Courmayeur. From left to right are MNE Tim Salet, LAEM(M) Nick Griffin, LCpl Graeme Golightly, MNE Billy Hunter, Lieut. Randolph Churchill, Lieut. Nick Brewer, Capt Richard Madeley and Mid Tony Wilson. Madeley, in the team for the eighth time, won the trophy for the best Navy skier. Picture by George Konig.

IN WEATHER conditions that ranged from the sublime to the nearly ridiculous, the British Services international ski championships took place in Courmayeur, Italy, from February 2 to 6.

Once again the event was sponsored by Hill Samuel Investment Services, whose generous support has helped considerably to raise the status of the meeting. It was the Royal Navy's turn to host the championships.

Eight teams from five countries competed: the British Army, Royal Air Force and Royal Navy; Italian Army (Alpini); West German Army; US Army in Europe, US Air Force in Europe and the Australian Defence Force.

The Navy team unfortunately lost its brightest star, MNE Martin Macrae, who was injured in a motor-cycle accident and unable to ski. However, the novices showed great promise.

THE SQUAD

The squad was: Lieut. Nick Brewer (HMS Daedalus, team captain), LAEM(M) Nick Griffin (Daedalus), Capt. Richard Madeley (42 Cdo), MNEs Billy Hunter (45 Cdo), Tim Saiet (45 Cdo), LCpl Graeme Golightly (40 Cdo), Lieut. Randolph Churchill (Alderney) and Mid Tom Wilson (BRNC / University of Kent).

The Italian Alpini set up a commanding lead on the first day of the Giant Slalom runs, with the German Army second, followed by the Army and RAF (separated by less than half a second — and this after four members of each team had skied two separate courses!).

At this stage the Navy were lying sixth behind the US Army in Europe. Richard Madeley did best of the Navy team to finish 15th.

The weather did not improve for the Special Slalom and visibility was still extremely variable. Once again the RN team finished the day in sixth place, with Tom Wilson (16th) putting in the best RN time.

LOST SKI

The race was enlivened by an Alpini who lost a ski on the bottom half of the course and completed his run on one leg — in a time that put many of his two-legged opponents to shame.

After mixed-visibility for the two training days the morning of the Downhill race was perfect and Courmayeur could, for the first time, be seen in all its spectacular beauty — overshadowed as it is by Monte Bianco.

The race was won by Walter Holzler (German Army), an ex-World Cup racer whose injuries last year forced him out of that level of racing, for the time being at least. The Navy team put in some excellent times with Tom Wilson finishing 11th overall (and third of the British). The team came fourth in the Downhill, sandwiched by the Army and RAF.

Final combined results were not unexpected. The Alpini won the Williams & Glyn Open Challenge Cup for the Combined Team event for the eighth time since 1972, and the Open Individual Trophy was, not surprisingly, won by 'World Cup' Holzler.

The British Inter-Service Ski Championship Cup was won by the Army from the RAF with the Navy third and LCpl Scott Dobson (Army) took the individual trophy for the fourth consecutive year.

Richard Madeley, in the team for the eighth time, was awarded the Navy Ski & Mountaineering Club Cup for the best combined Navy skier, and Cpl. Craig Bonnington (RAF) won the Hill Samuel Plate for the best newcomer to the competition. Other overall RN placings were: Tom Wilson 17th, Billy Hunter 19th, Nick Griffin 23rd, and Randolph Churchill 27th. In addition to all the trophies, Moet & Chandon kindly made sure that there were plenty of liquid prizes, as well as hosting a champagne reception early in the week.

Army women lead the way

FOR THE first time the women's Inter-Services ski championships were held in conjunction with the men's event in Courmayeur, Italy. There was no Downhill, but the ladies hotly contested the two slalom disciplines, both of which were run over the same courses as the men.

After the Giant Slalom the Army ladies were leading the RAF, followed by the Royal Navy. Capt. Caddick (WRAC) quickly established a commanding lead, pursued by Cpl. Stephanie Robinson (RAF).

FIFTH PLACE

LWren Val Hodgkinson was the fastest Navy skier, finishing in fifth place, with team captain POWren Lorraine Twine in eighth. LWren Carol Strong, with very little experience on skis, did extremely well to complete the two runs.

The Special Slalom was also dominated by Carolyn Caddick. Lorraine Twine put in two excellent times to finish fifth, followed by Val Hodgkinson in 11th place.

NO SURPRISE

Final combined results contained no real surprises, the Army winning with the RAF second and the Royal Navy third. Carolyn Caddick won the individual title for the fifth consecutive year, with LCpl Anita Burns (WRAC) second and Cpl Stephanie Robinson third.

Lorraine Twine led the Navy in sixth place, followed by Val Hodgkinson (ninth), Third Officer Helen Manning (11th), Wren Janet Morley (12th) and LWren Jane Bush (13th).

WINTER SPORTS SCENE

MARINES SLIP UP

A WRONG choice of wax and skis in the second leg of the Inter-Service event at the Army and UK Nordic skiing championships at Zwiesel, Bavaria, cost the Royal Marines dear.

Excellent shooting had helped Cpl. Tony McLeod, MNE Leat and MNE Andrew Nash take a lead of 4min. 24.60sec. over the Army in the national 20k. biathlon, the first leg of the Inter-Services.

But in the 15k. cross-country, normally the Marines' stronger event, a wrong choice of wax and skis cost them the title. In difficult conditions in which air temperatures ranged from −3 degrees C to +8, the Army finally won by 2min. 19.49sec.

45 Commando won impressively with a maximum shooting score in the Military Patrol Race, and also won the 10k cross-country relay. 42 Cdo were fourth out of the 42 starters in the 10k relay and eighth out of 26 in the patrol race.

McLeod (42 Cdo) won the UK national and Army 10k biathlon sprint event, with MNE John Spotswood (45 Cdo) sixth and Leat (42 Cdo) ninth.

Cresta men make history

THE Royal Navy team swept to victory at the Inter-Services Cresta championships at St Moritz, Switzerland on January 29 in true Senior Service style. Their overall team score of 680.96 seconds made history as the fastest ever — by nearly five seconds.

Led by Lieut. Steve Trotter (HMS Ark Royal), the team looked poised for success this season after promising results last year from a squad that was virtually brand new only three years ago.

In the build-up to the championships, Lieut.-Cdr. Robin Tatam (Thunderer) won the Harjes Cartier Silver Chip Race and LACMN Ed Nuzum (team coach, 810 NAS, Seahawk) came fourth in the Beatrice Cartwright Cup — both handicap races open to all Cresta riders.

ONLY NOVICE

Only novice in the squad, Sub-Lieut. Tim Dathan (Thunderer), progressed very well indeed despite an injured finger, and proved to be the fastest Service team novice this season. MNE Graham Ainge (RM Poole), a novice only two years ago, made a spectacular improvement in his times to produce consistent rides of 57 seconds for the championships.

Both he and Lieut.-Cdr. Rob Andrews (Thunderer), who achieved low 57s, had knocked over two seconds off their previous best times. Lieut. Andy Jeffrey (attached to 1 Regt, Army Air Corps flying helicopters in Germany) also reached the 57 second mark in only his second season on the Cresta ice. Unfortunately, shortly after achieving this level he suffered a bad fall, injuring his right foot and shoulder.

Although he could hardly move his right arm he continued to ride sufficiently well to provide very useful support for the team on the day of the Inter-Services race, with times of 58 and 59 seconds.

TEAM'S DEPTH

In the championships, the depth of strength in the team shone through. Nuzum was the fastest Navy rider, coming second in the individual placings with rides of 55 seconds. Trotter came third with rides in the 55 and 56 seconds bracket and Andrews and Ainge came sixth and ninth respectively.

Jeffrey was placed 11th and Tatam, who was suffering from arm injuries, still managed to come 12th despite riding in an extraordinary fashion to be able to negotiate the Cresta with two virtually useless arms.

They beat a far more experienced RAF team by nearly eight seconds and a strong Army squad by 25 seconds. The RAF by the way, had their fastest ever team, and had produced the third fastest ever team score in their defeat.

The Navy team would like to thank all those who donated funds towards their expenses. They are much-needed and most appreciated.

Anyone interested in joining the squad as a novice next year should write to Lieut. S. Trotter, HMS Ark Royal, BFPO Ships.

That champagne feeling . . .



There is no doubt how the Royal Navy cresta team planned to celebrate their Inter-Services victory at St Moritz! From left to right are Robin Tatam, Rob Andrews, Andy Jeffrey, Steve Trotter, Ed Nuzum and Graham Ainge.

Rosyth support centre opened

A NEW destroyer support building has been opened at Rosyth Naval Base to provide facilities for ships and men who use the recently-completed tidal berth.

Named Exmouth Building, after the Navy's first experimental gas-turbined ship (which was based at Rosyth), it contains workshops, stores, offices and amenity rooms.

Final phase of development of the berthing area to meet destroyers' requirements involves providing shore-ship services such as electrical power and chilled water. This work, now under way, is due to be completed towards the end of the year.

FOUR SHIPS

The new building, opened in February by the Flag Officer Scotland and Northern Ireland (Vice-Admiral George Vallings), will provide support facilities for the four Type 42 destroyers now based at Rosyth — HM ships York, Edinburgh, Glasgow and Liverpool.

In addition to workshops and store rooms on the ground floor, there are two large amenity rooms for Fleet Maintenance Group personnel on the upper floor, together with offices for the staff of the Chief Staff Officer (Engineering) to FOSNI.

The building also has a conference room to serve the Fleet Engineering Centre, and facilities for visiting Squadron Engineering staffs.

Vernon's last public event

HMS VERNON, the Portsmouth minewarfare, diving and seamanship training establishment, will stage its last public event on Thursday March 6, when the RM Band of CINCNAVHOME Beats Retreat on its main playing field.

The event, starting at 8 p.m. (gates open 7.30), will be illuminated by some of the Second World War searchlights which featured in the Vernon Tattoos from 1974-84. Saluting officer will be the captain of Vernon (Capt. David Husband).

HMS Vernon decommissions on March 31, but training will continue on part of the Vernon site under the administration of the Commodore, HMS Nelson.

● See also page 8.

More release volunteers sought

FOLLOWING the success of the Navy's 1985 premature release scheme, another similar limited scheme is now under way, this time involving up to 200 RN and WRNS ratings.

Volunteers are being sought among chiefs, POs and leading hands in RN categories projected to be overborne in 1987; also among a number of WRNS categories.

Groups involved are those where, it is calculated, natural wastage of numbers would not remedy the overbearing as more "fine tuning" takes place to achieve the manpower mix of the right skills and training to meet the planned operational task.

The scheme is, however, entirely voluntary and there will be no compulsory redundancies. Financial terms offered are similar to the scheme announced in 1985 when 400 volunteers were sought. These terms include a capital (tax free) payment depending on time left to serve.

Applications from ratings should be made by late March, and the results of a selection board will be announced by May 1. No guarantee of release date before March 30, 1987, can be given.

Applications are invited from the following categories of General Service / FAA ratings who would complete 22 years' reckonable service between the dates shown:

CPO(OPS)(S) and CMEM(M), Oct 1 1988-March 31 1992.

LAEM(R), LS(M), LS(S), LWEM(R), CMT and MTI, April 1 1989-March 31 1997.

PO(S) AND POMEM(M), April 1 1989-March 31 1995

CPOWEA, POWEA AND CPOMEA, April 1 1993-March 31 1997.

WRNS categories involved are:

CWRENMT, POWRENMT, CWRENPHOT, POWRENPHOT, CWRENAEM(M), and **POWRENAEM(M),** whose current engagement expires on or after October 1 1988.

LWRENMT, LWRENAEM(M), WRENMT, and WRENAEM(M), who will complete a minimum of four years reckonable service by April 1 1986.

It should be noted that WEA(OC), MEA(H), Submarine Service, and Passive Sonar — qualified OPS(S) ratings are not included in the scheme.



Families day, Royal style

Left: Prince William, accompanied by Princess Diana, finds fascination in a telescope with a game of "I spy" on board the Brazen. They visited many compartments on board, and the Prince particularly enjoyed the bridge and the aircraft.

IT PROVED an especially Royal occasion when HMS Brazen made her three-day visit to the Thames in February. Among those welcomed on board were the Queen, Duke of Edinburgh, Prince and Princess of Wales and Prince William.

During the frigate's busy stay, which followed a three-day visit to Gothenburg, the Queen and Duke spent more than four hours on board.

They met many members of the ship's company, while others and their families were presented to the Queen on the museum ship HMS Belfast nearby.

The youngest member of the ship's company, JS(M) Stephen Richards, presented a copy of the ship's crest — made in brass and mounted on wood — to the Queen. It had been made by CPOMEA Paul Lee.

Lieut. Prince Andrew, the ship's helicopter pilot, is due to leave the Brazen in March to join the Lieutenants' Course at RN College Greenwich from April to June, and this was the last opportunity for the Royal Family to meet those who have served with him.

Party

On the second day of the visit the Princess of Wales and Prince William were shown round the ship by Prince Andrew, and in the evening the Princess returned with the Prince of Wales for a private party.

Other visitors included the Lord Mayor of London, the Mayor and Mayoress of Southwark, Mr. and Mrs. Francis Pym, and six Members of the Houses of Parliament.

During the London visit members of the ship's company were able to visit such diverse places as Buckingham Palace, the Houses of Parliament, the Terry Wogan Show and the Thames Barrier. They also managed to fit in rugby, hockey and football matches against local teams.

Later the Brazen left to join in NATO exercises in the North Sea and Channel.



The Queen meets families and sailors on board the Belfast, accompanied by Prince Andrew and by the Brazen's commanding officer (Capt. Richard Cobbold).

WAIT FOR THE BIG BANG!

THE NAVY is now just a year away from transfer to its modern payroll system.

Involving centralised determination and issue of pay by the computer at HMS Centurion, the new system is planned to start from March 1 1987. As Centurion puts it, "On that date, the whole Navy will be transferred to the new system on the Big Bang approach."

A range of information is planned including a film, now being prepared, and pamphlets. Later there will be a Fleet-wide trial running the new system (although not live) alongside the current one.

Under the new system — involving a fundamental change for the Pay Office writer — the decision on the pay amount will be made by computer process using latest information held at Centurion.

The pay statement will be sent direct to "customers" in simplified format before the end of the month to which it relates.

Says Centurion, "The Pay Office writer will still be there to help resolve any queries or problems you may have. Your pay will depend on the accuracy and speed of information reaching the computer, and the emphasis more than ever will be on passing this information quickly.

"If it is received too late for the monthly pay run, and as a result you are underpaid, a supplementary pay run will take place early in the following month to credit your account, and you will be sent another pay statement."

LONG CAREER ODDS

● *From front page*

space in 1987 for the same people.

"The case for a reserve list for 'last shot' batches, is, however, a valid one. But it will not be a published list — if one is created it will be drawn upon as and where necessary."

Two other points have been made clear, that no reasons will be given for non-selection, and that junior rates are not eligible.

Another question being asked is: "If selected, when do I transfer, and if I then want to leave the RN, how soon can I do so?"

The MOD's answer on this is: "Transfer to the 20E, after selection, will be by S61 to a given deadline, effective on completion of the form. You will (bar any other Return of Service commitment) be eligible to give 18 months notice at any time. You will, from signing the S61, surrender any right you may have had to leave at the end of your previous engagement, at less than 18 months notice."

At the time of the 20E announcement last year it was made clear there would be inevitably some effect on promotion, and MOD say they stand firmly by the three-year figure then mentioned for delays in promotion to CPO.

"The categories already badly hit in the wake of the 1981 Defence Review are not well placed to take another heavy blow. The principle is clear — the Navy aims to achieve a better deal for its best men."

When the first boards convene in late May to deal with the new 32-year Active Service 20E, they will be considering all recommended WOs and eligible senior rates.

These are CC/CPO artificers and CPO/PO non-artificers with 17 or more years' reckonable service and one year's seniority as a senior rate — acting or confirmed — before January 1986 and whose current Active Service engagement expires on or after July 1, 1986.

The first boards will also cover a transitional situation with the ending of the Fifth / Sixth Five selections, and there will be a DCI covering any special considerations in this respect.

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